B. F. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO. LIMITED, LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1948. 日一十月八年七十二緒光 THURSDAY, OCTOBER 3, 1901. 四拜禮 號三月十年港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,510,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 2nd October, 1901. [11

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. H. WHITEHEAD,
Manager.

Hongkong, 9th July, 1901. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL .....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hankow
Tientsin	Tsingtau (Kiautschou)	

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

E. F. GROS,
Acting Manager.

Hongkong, 29th August, 1901. [961c

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,750,000
Silver Reserve .....$ 3,750,000 }
RESERVE LIABILITY OF PROP'TORS. $10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
A. Haupt, Esq.

D. M. Moses, Esq.	N. A. Siebs, Esq.
A. J. Raymond, Esq.	H. W. Slade, Esq.
R. L. Richardson, Esq.	H. E. Tomkins, Esq.
H. Schübart, Esq.	Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 17th August, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

Intimations.



Fr. BLUNCK,

SILK LACE MANUFACTURER AND EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER and RETAILER.

16th July, 1901. [715c

TAILORING DEPARTMENT.

FOR SIX WEEKS ONLY.

Special Offer of Autumn Suitings at the following Exceptional Prices.

FLANNEL LOUNGE SUITS- - - - - - - - $20
TWEED AND CASHMERE SUITS- - - $29
BLUE SERGE SAC SUITS - - - - - - - - $30
WORSTED AND ANGOLA SUITS - - - $33
BLACK TWILL DRESS SUITS - - - - - $45

LANE, CRAWFORD & CO.

Hongkong, 26th September, 1901. [732c

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901. [776c

Intimations.

BEEF TEA *versus* BOVRIL.

BEEF TEA.

"Were it possible to furnish the market, at a reasonable price, with a preparation of meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to *extractum carnis*, for it would contain all the nutritive constituents of meat. I have before stated that in preparing the Extract of Meat the albuminous principles remain in the residue; they are most nutritive, and this is certainly a great disadvantage.

BARON LIEBIG,
Discoverer of Liebig's Extract, in *The Lancet*, Nov. 11, 1865.

BOVRIL

Was invented to realise Baron von Liebig's desire for a meat food that would contain not only the stimulating properties of flesh—as all Meat Extracts and Beef Teas do—but also the nourishing properties of flesh, which Meat Extracts and Beef Teas do not. This has been accomplished by first taking the extractive principles by the Liebig process (which is akin to home-made beef tea) and then adding albumen and fibrine, procured from the flesh of other oxen roasted and finely ground to powder; the combination is Bovril. [287c

BOVRIL

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.

17] DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines.
SOLE AGENTS for Fukumo, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura, Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.

N. INUZUKA, Manager.

Hongkong, 1st August, 1901. [563c

WE HAVE BEEN APPOINTED
SOLE AGENTS
FOR
MARTELL & Co.'s
BRANDIES.

	PER CASE.
ONE STAR - - - - - - - - -	$22
THREE STAR - - - - - - - -	28
V.S. O.P. - - - - - - - - -	44
V.V.S. O.P. - - - - - - - -	80

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 24th September, 1901. [952c

GEO. YOUNGER & SON,
ALLOA.
INDIA PALE ALE.

Telephone No. 75.

In Casks of 4 doz. Qts. - - - - - $11
„ 8 „ Pts. - - - - - 14
Also in Hhds, Kilderkins, Firkins and 4½ Gulls.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.

Hongkong, 1st October, 1901. [15

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
YOKOHAMA‡	...*Socotra*§	.....G. W. Babot	.....Noon, 4th Oct.	.....Freight only.
LONDON	.....*Formosa*	.....B. H. W. Snow	.....Noon, 5th Oct.	.....Freight or Passage.
SINGAPORE & BOMBAY	} *Tientsin*†	...W. W. Cooke, R.N.R.	...About 7th Oct.	.....Freight only.
LONDON, &c.	.....*Palawan**	...J. Chellew, R.N.R.	.....Noon, 12th Oct.	.....Freight or Passage.
SHANGHAI	.....*Coromandel*	..F. W. Vibert, R.N.R.	...About 12th Oct.	.....Freight or Passage.
YOKOHAMA‡	...*Japan*§	.....C. C. Talbot, R.N.R.	...About 20th Oct.	.....Freight or Passage.

* (See Special Advertisement).
† (Calling at PENANG and COLOMBO should sufficient inducement be offering).
‡ *Vid* SHANGHAI and KOBE. § (Passing through the Inland Sea).

PASSENGER SEASON 1902.
FOR MARSEILLES, PLYMOUTH AND LONDON.
DIRECT WITHOUT TRANSHIPMENT.
S.S. "ORIENTAL"..... 5,284 Tons .....29th March.
S.S. "MALTA"..... 6,064 Tons .....12th April.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.

Hongkong, 3rd October, 1901. [9

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
HAMBURG, Hamburg-Amerika Linie	.....WEDNESDAY, 16th October.
SACHSEN	.....WEDNESDAY, 30th October.
KIAUTSCHOU, Hamburg-Amerika Linie	.....WEDNESDAY, 13th November.
BAYERN	.....WEDNESDAY, 27th November.
STUTTGART	.....WEDNESDAY, 11th December.
KONIG ALBERT	.....WEDNESDAY, 25th December.
PRINZESS IRENE	.....WEDNESDAY, 8th January, 1902.
PRINZ HEINRICH	.....WEDNESDAY, 22nd January, 1902.
PREUSSEN	.....WEDNESDAY, 5th February, 1902.
HAMBURG, Hamburg-Amerika Linie	.....WEDNESDAY, 19th February, 1902.
SACHSEN	.....WEDNESDAY, 5th March, 1902.

ON WEDNESDAY, the 16th day of October, 1901, at NOON, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain H. Magin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 14th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 15th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 15th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 3rd October, 1901. [22

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [16

W. H. POTTS & Co.,
3, QUEEN'S BUILDINGS.
WINE, SPIRIT AND CIGAR MERCHANTS.
DIRECT IMPORTERS:
ALHAMBRA CIGAR,
"KIRIN" BEER,
HARVEY'S OLD VINTAGES.

6300]

Intimations.

PYROLA,
PYROLA,
PYROLA.

A
PERFUME
OF
EXQUISITE
FRAGRANCE.

WATKINS,
LIMITED.

Chemists and Perfumers.
No. 66, Queen's Road Central.

Hongkong, 1st October, 1901. [714c

THE
ROBINSON
PIANO CO., LIMITED.



BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM.

Hongkong, 10th August, 1901. [571c

KELLY & WALSH, Ld.

Just Received.

THE FIGHTING IN NORTH CHINA, by G. Gipps, R.N.	$ 2.00
The Eternal City, by Hall Caine	3.50
A Secretary of Legation, by Hope Dawlish	1.50
The Gamblers, by W. Le Queux	1.50
The Training of the Body for Games, Athletics and other Forms of Exercise, by F. A. Schmidt, M.D., and E. H. Miles, M.A.	4.50
Further Correspondence Respecting the Disturbances in China	1.00

Hongkong, 28th September, 1901.

Correspondence respecting the Imperial Railway in North China ..... $ 0.85

SANDOW'S
OWN COMBINED DEVELOPERS
AND
PATENT
GRIP DUMB BELLS.

[690c

THE
ROBINSON PIANO CO., LIMITED.

"WASHBURN" BANJOS,
MANDOLINES AND GUITARS,
AT
COST PRICE
TO CLEAR PRESENT STOCK.

Hongkong, 3rd October, 1901. [953c

WILLIAM POWELL, LIMITED,
GENERAL DRAPERS AND FURNISHERS.
Opposite Post Office, (Up Stairs).
A LARGE QUANTITY OF
BEDSTEADS, COTS AND SPRING MATTRESSES,
NOW IN STOCK.
DRAPERY DEPARTMENT,
CONTAINS
EVERYTHING FOR LADIES' AND CHILDREN'S WEAR. [951c

A. CHEE & Co.
17A, Queen's Road, Central.
ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses, Cutlery and Dinner Services, Cooking Ranges and Kitchen Utensils, Aspinal's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c

To-day's Advertisements.

SANITARY BOARD.

OWNERS of HOUSES situated in the Central Division of the City of Victoria, and in the Western Division of Kowloon, who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which this work should be FINISHED ends on the 31st day of OCTOBER, 1901, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above named Date.

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Ti, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Board,
G. A. WOODCOCK,
Acting Secretary.

Sanitary Board Office,
1st October, 1901. [1083c

NOTICE.

TENDERS are invited for the Drawing and Removal of the Piles near MURRAY PIER recently used in connection with the raising of the Dredger "CANTON RIVER."

The Lowest or any Tender will not of necessity be accepted.

Tenders should be forwarded not later than the 7th instant.

MURRAY RUMSEY,
Harbour Master, &c.

Harbour Department,
Hongkong, 3rd October, 1901. [1087c

SMART CHINESE CLERK WANTED.

GOOD HANDWRITING, some Experience, state if Typewriter. Good position for an Able Man.

Apply to
THE ROBINSON & CO., LD.

Hongkong, 3rd October, 1901. [1088c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN,"

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 4th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 3rd October, 1901. [1082c

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 3rd October, 1901. [7

To-day's Advertisement.

NOTICE.

THE Undersigned will not be RESPONSIBLE for any DEBTS contracted by his wife PALMYRA AUGUSTA TERCIO DA SILVA, and every person is hereby prohibited from giving her any Credit.

JOAO JOSE DAS DORES-BARROS.

Hongkong, 3rd October, 1901. [1086c

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S
CELEBRATED
E
BLEND.
VERY OLD LIQUEUR
SCOTCH
WHISKY.

Pronounced by Connoisseurs to be the BEST BRAND in the FAR EAST.

Per Dozen $15.00

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

BIRTHS.

At "Woodbury," Garden Road, Kaulung, on the 2nd instant, the wife of ETHELBERT FORBES SKERTCHLY, of a daughter.

On the 2nd instant, at Harbourview, Wanchai Road, Hongkong, the wife of HARRY STAINFIELD, of a daughter. [1085c

DEATH.

On the 2nd instant, at the Government Civil Hospital, WILLIAM ARNOLD GOULBOURN, aged 51.—Liverpool papers please copy. [1084c

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 3, 1901.

REUTER'S TELEGRAMS.

THE DEFENCE OF FORT ITALA. BOER LOSSES.

LONDON, October 1st.

Reuter's correspondent at Eshowe, Zululand, states that the Boers left 305 killed and wounded on the field after the fight at Fort Itala.

Reuter's correspondent at Ladysmith says that the enemy lost 200 killed at Fort Itala, and over 300 wounded and captured.

LATER.

THE GOVERNORSHIP OF THE STRAITS SETTLEMENTS.

Sir Frank Athelstane Swettenham, K. C. M. G., has been gazetted Governor of the Straits Settlements.

SOUTH AFRICA.

THE FIGHT BEFORE FORT ITALA.

Commandants Potgeiter, Scholz, and Oppermann, are amongst the enemy's killed in the fight before Fort Itala.

Lord Kitchener reports that the Boers were removing their dead and wounded from around Fort Itala throughout the 26th and 27th September.

The fighting lasted nineteen hours.

ANOTHER BOER ATTACK REPULSED.

Commandants Delarey and Kemp attacked Colonel Kekewich's camp to the westward of Magato Pass in force on the 30th September, and were repulsed.

THE AMERICA CUP.

The second yacht race for the America Cup took place yesterday, but it was unfinished owing to the failure of the wind.

TYPHOON WARNING.

WARNING FROM MANILA.

Mr. W. A. Rublee, U. S. Consul General, kindly forwards the following copy of a telegram which he received from Manila to-day :—

MANILA OBSERVATORY,
October 3rd, a.m.

Typhoon crossed Luzon last night to 16. Parallel moving to W. by N.

At 4.30 p.m. we were informed by the Central Police Station that the red drum, indicating a typhoon to the East of the Colony, over 300 miles distant, had been hoisted.

LOCAL AND GENERAL.

THE PILES near Murray Pier, which mark the scene of the capsizing of the dredger *Canton River*, are to be removed. The Harbour Master is advertising for tenders for the carrying out of the work.

THE REPORT of the Government Analyst on the Kowloon water service, a sample of which was taken from a fountain in Chater Road shows that the water is clear, bright and of excellent quality. The Tytam and Pokfulum services are equally as good.

AS WILL BE SEEN in our advertisement columns, Stoker Philips is prepared to box Sam Bentley if a match can be arranged. Any gentlemen interested in the noble art, it is hoped, will help to contribute towards a purse to enable Philips to get himself into good condition.

THIS FROM AMERICA :—News from China announces that Li Hung Chang has retired from politics for about the forty-fifth time, but it is also stated that China is to make extensive purchases of civilized arms and ammunition, so it would seem that in retirement the old man is sawing wood.

THE MORTALITY RETURNS for the week ended 14th September show a death rate of 27.8 per 1,000 for the whole community as against 20.0 per 1,000 for the corresponding period of last year. The figures for the week ended September 21st are 23.8 compared with 24.6 the same time last year.

THE INFANT MORTALITY in Hongkong is 18 per cent. higher than that in Calcutta, the fact that Chinese neglect their female children being a contributing factor to this high death rate. In Singapore the rate for last year was 386 per 1,000, in Calcutta (Mahommedans) 748 per 1,000, and in Hongkong (Chinese) 928 per 1,000.

A PARTY OF ENGLISH OFFICERS, Major Manifold and Captain Hunter, were to start from Peking on 18th ultimo across country through Paotingfu and K'aifengfu to Hankow, and thence through Szechuan, on a surveying tour into Burmah and India. If safely carried through, the expedition will be full of interest and information. The British Government sadly needs more knowledge of the interior of China.

THE FUNERAL of William Arnold Goulbourn takes place this afternoon. About 30 years ago the late Mr. Goulbourn arrived in Hongkong as a non-commissioned officer in the 8th Regiment and subsequently joined the Public Works Department: since then he has been engaged in various business enterprises with more or less success. He will long be remembered as one who, with all the buffets of "outrageous fortune" never gave up the battle.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon in the Council Chamber. There were present:—His Excellency the Governor (Sir Henry Blake, G.C.M.G.,) Major General Sir William Gascoigne, K.C.M.G. (Commanding the Troops), Hon. J. H. Stewart Lockhart, C.M.G. (Colonial Secretary), Hon. H. E. Pollock, K.C. (Acting Attorney-General), Hon. Commander R. M. Rumsey, R.N. (Harbour Master), Hon. C. McI. Messer (Acting Colonial Treasurer), Hon. W. Chatham (Acting Director of Public Works), Hon. A. W. Brewin (Registrar General), Hon. C. P. Chater, C.M.G., Hon. T. H. Whitehead, Hon. J. Thurburn, Hon. J. J. Bell-Irving, Hon. Dr. Ho Kai, Hon. Wei A Yuk, Mr. C. Clementi (Acting Clerk of Councils).

The Clerk of Councils read the minutes of the last meeting.

The report of the finance Committee was read and confirmed and the reply to the Hon. T. H. Whitehead's question as to the decision in the second enquiry into the Cochrane Street disaster, was laid on the table.

The various bills as given by us yesterday in the agenda paper were read and the proceedings terminated without any discussion of interest.

SANITARY BOARD MEETING.

At to-day's meeting of the Sanitary Board the Honorary Colonial Secretary circulated a minute to the effect that the main feature of his plan with regard to an improved type of Chinese house was that premises might be made of special depth without being insanitary in consequence of lack of light.

With reference to the measures of prevention of epidemic, endemic or contagious disease Mr. Lau Chu Pak minuted: Can't this cleansing and disinfection be carried out quietly? The stationing of police in the streets will unnecessarily frighten the people.

It was interesting to find on the agenda correspondence relative to the prevention of spitting by the Chinese, especially in public places. The President recommended that some notice should be translated into Chinese and be disseminated broadcast all over the Colony. He suggested a notice to the effect that all people in the Colony should understand that consumption had been ascertained by doctors to be infectious. The disease, he continued in the minute, is derived from the spittle of men and it would produce poison. Though it was a small matter it had become dangerous, and it was a great pity that people had no knowledge of that danger. For the benefit of the public health the Board strongly advise people not to spit in public roads and places where men mostly congregated. This is a merit, he concluded, which does not cost anything, and I hope that people will not take this as a not true advice.

AT THE MAGISTRACY.

A SNEAKING THIEF.

Cheung Kan is an early bird, but catches his worms in a sneaking manner. At 3.15 yesterday morning he went to 113 Queen's Road West and by means of a bamboo pole hooked three pairs of trousers which were hanging on a balcony. He then ran off chased by a policeman who caught him and got him sent to prison for 14 days.

* * *

TRESPASS.

Len Fat trespassed on military ground and hawked milk without a license. He either forfeits $7 or retires from his occupation for 22 days.

* * *

UNLAWFUL POSSESSION.

Wong Hi could not account for the possession of a box of rice, value $1.80, and Mr. Kemp, believing it to have been stolen, imposed a fine of $10 or 10 days.

* * *

THIEVING STORE ORDERLY.

Frederick Twynan, an English store orderly of the R.A.M.C. Murray Barracks, was sent to prison for 14 days for stealing a mustard pot and a pepper pot, value $1, the property of a Queen's Road restaurant keeper.

* * *

THEFT.

Wong Cheung is a thief as well as a smoker. Yesterday he went to Yau-mati and stole a smoking pipe and two pieces of clothing, value $3. To-day he went to prison for 6 weeks.

* * *

A SAFE ROBBER.

Ng Sam attempted to get to the unlawful side of a safe, but he succeeded in landing himself on the wrong side of the law, where he will be safe for the next three months.

* * *

FALSE PRETENCES.

Chang Chau obtained a couple of towls by false pretences from a dealer in the Central Market, and this morning he was awarded three weeks' imprisonment with hard labour.

THE PLAGUE.

Number of cases reported up till noon of the 2nd October, 1901	Chinese	1,562
	Other Asiatics	54
	Europeans	31
Number of cases reported during the past 24 hours	Chinese	0
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date		1,647
Number of deaths reported up till noon of the 2nd October, 1901	Chinese	1,527
	Other Asiatics	36
	Europeans	12
Number of deaths reported during the past 24 hours	Chinese	0
	Other Asiatics	0
	Europeans	0

Total number of deaths recorded to date 1,575

Since noon on Saturday last the cases and deaths are :—

Cases Chinese	3
" Other Asiatics	0
" European	0
Total	3
Deaths Chinese	2
" Other Asiatics	0
" Europeans	0
Total	2

The plague returns for last week were :—

Cases	3
Deaths	3

IMPORTATION OF ARMS IN CHINA.

One of the penalties which the powers proposed imposing on the Chinese Government as a punishment for the crimes committed against foreigners during the Boxer uprising was, says an American paper, to deprive it of the right to import arms and ammunition. The motive was to render the imperial authorities powerless to repeat the experience, for there is a moral certainty that they fomented and encouraged the Boxer movement, notwithstanding their disavowals to the contrary. One of the mistaken notions of the Western nations is that which relieves the Chinese Government of responsibility for the Boxer rebellion. Without the connivance of the Government the rebellion could not have attained the proportions that it did; besides, there were evidences innumerable during the time it was in progress that the imperial troops were co-operating with the insurrectionists.

The prohibition of the importation of arms and ammunition was to have been made the subject of one of the imperial edicts to be appended to the protocol. The vital element in it was that which applied to the Government. But when the edict was submitted to the council of foreign Ministers the Imperial Government gave another evidence of its gift of evasion by making the prohibition apply only to Chinese subjects. It has been accepted, however, by the Ministers in this form, against the protest of Sir Ernest Satow, the British representative, with the understanding that the first paragraph in it, which makes it appear to be the voluntary act of the Chinese Government, shall be omitted in the publication as part of the appendix of the protocol. Satow's reasons for objecting to the form of the edict were indisputably well grounded, for, if the importation of arms and ammunition was to be prohibited to the Government as a punishment, the elimination of the prohibitive clause is fatal to the purpose. In the accepted form of the edict the Chinese Government may import all the arms and ammunition it desires, re-equip the Boxers at pleasure and revive the anti-foreign crusade in all its former virulence.

The powers have, however, been proceeding against the Imperial Government on the mistaken theory that the Boxer outbreak and its resultant atrocities were due to a failure to properly exercise its authority for its suppression and the preservation of peace and order. They are endeavouring to pledge it to preserve order in the empire hereafter and guarantee security to the lives and property of foreign residents. Our own Government has entertained this theory, hence Mr. Rockhill objected to the provision prohibiting the Chinese Government from importing such materials as will manifestly be needed for its own defense and the enforcement of its authority. If it is insisted, however, that the imperial authorities shall preserve order they cannot be logically deprived of the means of doing so. But if, on the other hand, they instigated the Boxer movement, the powers are inconsistent in relieving them of the intended punishment, for it enables them to replenish their stock of arms and ammunition and repeat the offense at some future date.

CHINESE GIRTON GIRL.

STUDYING NATURAL SCIENCE.

Within a few weeks at most there will apply for admission to the State University a Chinese woman who is going to America to take advanced work in natural science. Her family name is Hseuh, and her father is possessed of an independent fortune, being one of the partners of a large Shanghai mercantile institution. He is a believer in the education of women, and, having no sons, has given his daughter the advantages of the best schools available and is now sending her to this country to finish her education.

She would have arrived there on the *Gaelic* with the seven Chinese students who are now pursuing studies at the University, and who in the regulation full dress of the European this evening attended the reception given by President Wheeler, had it not been that when the *Gaelic* reached Yokohama it was found that a clerical error had been made in filling out her certificate, and, rather than run the risk of being refused a landing, she decided to remain at Yokohama until she could have the certificate corrected.

The students who were to have been her travelling companions speak in the most complimentary terms of Miss Hseuh, who, they say, is a believer in the faith of the Christian, and has more than a local reputation as a scholar, having graduated from the McCrye School at Shanghai and later attended the Tientsin University, where she distinguished herself for her scientific work. She was attending the university during the period just prior to the siege of Tientsin, but managed to get to the home of her parents in Shanghai, where she addressed a mass meeting of several thousand people, dwelling at length on the possible results of a war in which China would be the battle ground.

It is said that she was the first Chinese woman to address a Chinese audience where the listeners were numbered by the thousand, and further that the event attracted as much attention as did news from Tientsin. Her object in becoming better educated is that she may be of assistance to the women of her race.—*Ex.*

COPPER IN THE PHILIPPINES.

Dr. George F. Becker of the United States Geological Survey says that copper deposits in the province of Lepanto, near Mount Data, have been worked by the Igorroles since before the Spanish discovery of the Philippine archipeligo. These barbarians, who are heathens living in squalor, have developed industrially to a surprisingly high point, and the skill they exhibit in the extraction and working of metal is extraordinary. They turn out copper kettles no less than three and a half feet in diameter, and they also make numerous kinds of implements and ornaments out of the same metal. From 1840 to 1855 they exported fully twenty tons of copper utensils and ingots.—*Pittsburg Despatch.*

WHAT OUR COUSINS SAY.

With his appetite for war, it sometimes seems a pity that the Kaiser was not born a Venezuelan.—*The Washington Star.*

If Rudyard Kipling really wants to do something for his country let him move up to the firing-line and read his poems to the Boers.—*The Chicago News.*

Twenty-five births were reported to the City Health Office on Tuesday. Thursday the milkmen met and raised prices 50 per cent.—*The Nashville American.*

Captain Richmond Pearson Hobson has gone into the cotton business. May he have better luck in this line than he had with calico a few years ago!—*The Chicago Post.*

If the Standard Oil Company succeeds in destroying mosquitoes, there will be a widespread feeling that trusts are not as black as they have been painted.—*The Washington Star.*

President Schwab and President Shaffer both announce that the steel strike is to be fought to the finish. While not upholding the fight, the public will be glad to see the finish.—*The St. Louis Globe-Democrat.*

It has been suggested that Sir Thomas Lipton ought to be given the freedom of the city of New York. The only way to accomplish this thoroughly would be to put him on the police force.—*The Washington Star.*

J. Pierpont Morgan's proposition seems to be to allow employees of the steel trust to own stock provided they buy it. Possibly he would let the men own automobiles on the same terms.—*The Chicago News.*

COTTAM & Co. for SILK SOCKS and PUMPS.

COTTAM & Co. for EVENING DRESS SHIRTS.

COTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS. [956c

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

IS LIFE WORTH LIVING?

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The correspondence in your journal anent wages and expenditure in Hongkong gives rise to many important questions which considerably affect the young men of the Colony. It is well-known that as a rule young men do not take their measure of economy from what they can actually endure, but from what society around them is accustomed to demand. Unless I am greatly mistaken Victoria is a city of cliqueism, and many fellows prefer to swagger among the upper ten. Of course, if they must have three or four "outings" a month; if they must join various clubs which tax their slender resources severely; if they must be counted upon for parties or suppers; and they must pay, or give chits, for billiards and prime cigars, then they will find it uphill work to save enough out of a salary of even more than $200 to pay their passage home, much less to make their premature old age at all comfortable. No one will deny that in a certain moderate and occasional amount of innocent pleasure there is the least harm, but in Hongkong where the style of living is far from simple the limited means at the disposal of the majority of Europeans does not permit of much gaiety without a vast hole being made in monthly drawings. With the limited salary which many are earning the most rigorous economy is essential before a dollar can be saved. Those desirous of putting by for a rainy day out of scanty earnings must dispense with the cursed chit system; they must earn their money before they spend it and, above all, they must be their own masters, and not let society or fashion swallow up their individually—hat, coat, and boots. Then, and then only will they be able to carve a way in life and obtain a position far superior to those who wear clothes they cannot afford to buy and whose minds are too weak to permit of any curbing of expensive impulses.

Yours respectfully,

FAIR WAGE.

Hongkong, October 3rd, 1901.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I notice in your last night's issue a letter signed, "An Employer of Labour" attempting to reply to your article in the previous night's issue of your paper dealing with the small salaries paid to employees, in proportion to the great cost of living in the Colony. After reading the letter I came to the conclusion that it was the work of an employer who spends the best part of his time loafing or drinking in his club, and ever anxious to talk of the virtues of thrift, whilst he is at the same time sweating the life out of his employees, and paying them hardly enough to keep body and soul together. What a liberal minded man the writer is! He would not have a man spend a cent on drinks or tobacco; he accuses you of advocating reckless expenditure upon luxury and vice because you explain that owing to the great cost of living in Hongkong it is almost impossible for a single man to live comfortably under $160 per month. From the tone of his letter one would think 'an Employer' was giving a lecture to a lot of school boys who had been brought up hanging on to their mothers' apron strings. An employer may be, as he contends others ought to be, a saint, but as I have not heard that there have been seen in Hongkong lately any sanctified persons with halos round their heads I prefer to put him down as a bit of a humbug. The only objection I have to your article, Sir, is that you leave the bachelor of modest tastes without a cent to spend on the vice which is protected by the local Government, and which, I believe, has the approval of some of our wealthiest men—possibly "An Employer of Labour" amongst others.

In support of his argument 'An Employer' refers, with great pride, to a civil servant who eleven years ago started life in the civil service at $50 per month, and is now receiving $60, out of which he lives respectably, dresses well, has a little home, and supports a wife. What a beautiful picture of Hongkong. A stranger to this Colony reading the letter would naturally say to himself "What a beautiful place Hongkong must be to live in." But what is the stern reality. The clerk must be living in a cubicle surrounded by Chinamen, and the evil smells which always accompany overcrowding. He no doubt, as the writer says, lives respectably, for his salary would hardly enable him to do otherwise. But how he manages to dress well, and keep a wife and family, I must confess is a mystery to me. I am afraid that it is no use asking you in your editorial capacity, Mr. Editor, because if you knew how one could live in the Colony on anything like the sum mentioned you would not have written the article in question. The clerk in the civil service might be able to live honestly on the salary of $60 per month, but I hold, Sir, that paying a man at that rate, after eleven years service, is a direct incitement to dishonesty. I would like to see the gentleman who so boastingly signs himself 'An Employer of Labour' forced to live for a few months on that sum. How he would yearn for his *pate de fois gras*, his choice wines, and the other luxuries he is no doubt accustomed to. I have never yet had the pleasure of meeting the man who, in the ordinary sense of the word, is without a vice. From the way he writes I should think that 'An Employer of Labour' would be the nearest approach to one possible, and as such men are seldom seen in Hongkong, it would be doing the public a great service if he would disclose his identity, get hold of a second hand halo, and proclaim himself the new Messiah or some other celebrity in the gallery of the saints of the past, and the great heart of the public would warm towards him and he would collect much money. Perhaps you can persuade him to do so. Mr. Editor; they say there is a great affinity between newspaper men and the saints.

Yours,

EMPLOYEE.

Hongkong, October 3rd, 1901.

OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, September 1st.

SMALL-POX IN LONDON.

Hongkong will be well able to understand and sympathise with the scare which fell upon the capital of the Empire some six days ago, when the Health Authorities notified the advent of an epidemic fiend. It is now many years since the grim shadow of small-pox lay upon London, and the success which has attended the prompt measures of the Metropolitan Board on this occasion inspires us to hold with tolerable confidence the belief that it is never again likely to become a serious menace to the community. Still for a few brief days London felt a little uneasy—not without cause until epidemic-suppressing machinery was proven. During the whole of last year, there were only sixty cases of small-pox within the country; while during three days of this week in one northern district of London alone—Marylebone, St. Pancras and Islington—no fewer than seventy cases were certified. Yesterday and to-day there has been a small, relatively a very small increase in the numbers, and though of course all risk cannot be considered over until the ten days period of incubation is over, the Health Authorities state that they believe the progress of the epidemic to be effectually stopped.

All the patients notified have been removed in special horse ambulances, to the private wharf of the Board, and thence transferred to a steamer reserved for such emergencies, and conveyed to the isolation hospital ships moored in Long Reach, a lonely part of the Thames. Each ambulance is attended by a trained nurse, and met on the wharf by the medical officer, who certifies the disease before the patient is sent to Long Reach. Doubtful cases are detained at the special "Suspect" isolation hospital. There has been only one patient from any but the northern districts, but ambulance-stations have been ringed all round the Metropolitan area, and connected by telephone with the central office, whither reports are sent, so that everything is fully organised for a general outbreak. Apparently Britain possesses one authority at least, free from the manacles of red tape,—for which mercy, let us be thankful.

LORD SALISBURY.

A circumstantial account of the approaching retirement of Lord Salisbury is a dish for which all newspaper-readers look about once in three months. The item appeared once more in last night's *Pall Mall Gazette* in all the glory of leaded type, and flaring contents' bills. The announcement was that the Premier will retire immediately after the Coronation and it is probably quite correct, though certainly not novel. Immediately after the death of the Marchioness, it will be remembered, Lord Salisbury pleaded with Her late Majesty to be permitted to seek solace for his grief, in the privacy of his family. The aged Sovereign, bowed down with anxiety respecting the war and conscious of the menace of European hostility, appealed to the loyalty of her tried servant to remain in office until the conclusion of peace, or till the next general election. About the time of the appeal to the country, rumours of retirement were again rife, but they were wholly without foundation; unless defeated at the polls, Lord Salisbury had no intention of laying down the reins of Government at that season, though owing to failing health he was compelled to devolve some of his onerous duties to another. The selection of Lord Lansdowne for the post of Foreign Secretary was severely criticised at the time, but it has since leaked out, that the Premier felt he would be able without offence to exercise a more complete control over a relative, than he could possibly assume over the nominal head of a great department, whose relations to himself were only official. Lord Lansdowne undertook the routine work, the courtesy receptions and so on, while he submitted to dictation in all important matters; a dictation differing very widely from the mere supervision, which every Premier exercises over all departments.

On the death of the Queen Lord Salisbury tendered the new monarch his resignation, which was not accepted, but it is generally understood that His Majesty promised he would on the restoration of peace re-consider that answer if the Premier still desired it. There for a time the matter ended. Now, however, that it is clear the pacification of South Africa cannot be far advanced for some months to come, the approach of the Coronation has introduced a new time-limit.

Since Lord Salisbury is tolerably certain, by the terms of his tacit agreement with the King, to be in office early next year, it is, to say the least, extremely probable that he will continue as Prime Minister over the short interval till June. On the whole therefore the extraordinary knowledge and foresight attributed to the *Pall Mall Gazette's* contributor—arising probably out of the fact that that journal was the first to be authentically informed of the retirement of Mr. Gladstone—appears to be somewhat over-rated. So far as I can ascertain no new symptoms or facts have come to light.

SUBMARINE-BOATS.

The announcement that a sudden submarine fever has overtaken the dockyards of Russia and France simultaneously has produced a small flutter in England. I hope to forward next week the views of a high Admiralty official on this subject. We have at present five submarines on the stocks, all of which will be launched before February. By the same date however, the Dual Alliance will be able to put upon—or should it be under—the sea a fleet of 92 vessels of this description. It may be urged that the value of the sub-marine in war is as yet, unknown, and that the construction of a large number of ships which experience may prove to be ineffective, is a costly experiment. On the other hand it would be much more expensive—not to mention other points—if the same sub-marines succeeded in destroying our first line of defence, without our having the means to retaliate in kind. This criticism, which embodies the idle imaginings of the mere man-in-the-street, is perhaps worthless; he is, however, the same ignorant inexpert, who in the months gone by, urged upon a reluctant War Office, the imperative need of a steady flow of mounted re-inforcements, to be despatched to South Africa, whether the generals called for them or not. Now and again this person happens on a sound theory, though even then he is slow to give it expression.

THE LOST YEOMANRY.

Sir Robert Baillie has in a measure cleared up the mystery of the lost Yeomanry. The mistake appears to have arisen at Aldershot, whence, it is surmised, they were sent in small drafts, which would account for no transport owning to have carried them. Sir Robert states that they re-formed in South Africa and existed corporately till the end of this last June. On the other hand the General of communications states emphatically he never saw or heard of the 98th, and no commanding officer can be found to have, at any time, included the company in his columns. Captain Greig, in nominal charge of the detatchment, is with Thorneycroft's column. Except for relatives of the men it is perhaps of little importance whether the company exists as a unit, or is broken up, but it does not seem very creditable to the War Office that after a year's inquiry, it is unable to arrive with any certainty, as to what became of the 300, even in England.

GENERALS BULLER AND WHITE.

After an interval of silence it is again freely asserted, in service circles, that Buller and White will shortly receive peerages. Seeing that all the honours for the early months of the war have been gazetted some time ago, the rumour does not seem probable. I have heard—but give the report under reserve—that Lord Roberts is so hurt at the circulation of a scandal to the effect that he objected to Buller receiving this form of recognition, moved thereby by private enmity, and not by professional considerations, that he is now urging upon Mr. Brodrick the propriety of recommending the Natal Commander to the King. I do not believe the story myself in the least. Lord Robert's opinion of Buller's conduct of the Ladysmith campaign was made quite clear in the despatches. It is unlikely that he added to the strictures, he then felt it necessary to make, the more so as it is well-known the two soldiers are not friendly. While therefore it seems improbable that Sir Redvers or Sir George White will figure in a further war gazette, I think, it more than possible that in the list of King's birthday honours both officers will appear, as Viscount Aldershot, and Baron White of Ladysmith respectively.

DECIMAL COINAGE.

The new suggestions relative to the establishment of decimal coinage in Great Britain and the self governing colonies, which has just reached London from Australia, is, considered quite the best which has yet been made, because it involves the minimum alteration in the value of the smaller coins in circulation This proposal is to take the farthing as the unit, and to increase the value of the sovereign by ten pence which would make it the equivalent of one thousand farthings. Commercial men do not seem to regard any early modification of the existing system, even on these lines, as at all practical, though they admit that once the transition stage were over, a decimal coinage would be profitable to English trade, as well as convenient to individuals.

NEW WORDS.

The *Academy*, bent on enriching the language, offered some weeks ago, a prize for the best list of new words representing modern developments which as yet have no place in the English vocabulary. The winner is announced in the current issue, together with the creation of his imagination. The tendency o up to-date authorship, always to prefer long words to short ones, is conspicuous.

Phonoscribe—a writer who uses the Phonograph.

Sangferratic—tending to blood and iron; Kiplingesque.

Monotonist—a writer of uninspired verse.

Noisicrucians—writers of sensational religious novels.

are typical of the rest.

THE SWIMMING BATH TEA.

The hot summer, which is already a thing of the past, has given rise to a form of feminine social entertainment, which London considers extremely *chic* and original, quite unconscious of the fact that it is merely a Western adaptation of Hongkong usage. This departure is called a "Swimming Bath Tea." The hostess engages a swimming bath for the afternoon and invites her guests to bring bathing dresses with them. Immediately upon arrival, the cool and easy garment is assumed and the company assembles in the water. Tea, it is true is served in the "balcony" *i.e.* the wide gallery running round the bath, but many ladies carry their cups down into the water with them, and there imbibe the cheering contents. The Bath Club, Dover Street, is the most fashionable resort for these functions; and the dresses worn are of the most gorgeous description. Real lace of the heavier makes, delicate transparent yokes, silk sailor collars and trimmings, white open-work stockings and sandals make up an entirely charming *tout ensemble* in place of a costume not generally becoming. Nevertheless the Hongkong bathing picnic is a superior article!

COTTAM & Co.'s VARIED ASSORTMENT of SILK BRACES for EVENING WEAR.

COTTAM & CO. for SNOW'S and BUCKINGHAM and HECHT'S BOOTS and SHOES.

COTTAM & Co.'s LATEST SHAPES in LINEN COLLARS.

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at the HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts for the year 1900 and for the half year ending the 30th June, 1901, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to 10th October, both Days inclusive.

By Order of the Board,

W. J. SAUNDERS,
Secretary.

Hongkong, 19th September, 1901. [1033c

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 17th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th October, both Days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 25th September, 1901. [1058c

TENDERS are invited for the supply to H.M. NAVAL YARD of the Undermentioned Materials for One year from 19th October, 1901:—

TEAK, AMERICAN FIR, CAMPHOR WOOD, HARD WOOD. } Baulk, Thickstuff, Scantling Plank and Board.

Forms of Tender and Information in regard to the Conditions of Contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD. To enable Tenderers to estimate what stocks they would be expected to keep, they will be provided with a statement shewing the expenditure of the different descriptions of Timber during the Twelve months ending 30th June last.

A Deposit of One hundred dollars will be required with each Tender but this will be returned on the acceptance or rejection of the Tender.

The Tenders, which will be received till NOON of the 4th October, 1901, should be sealed and addressed to the COMMODORE, H.M. NAVAL YARD.

Hongkong, 1st October, 1901. [1078c

WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL.

Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to

THE MANAGER,
CRAIGIEBURN HOTEL.

Hongkong, 8th August, 1901. [852c

IMPERIAL BANK OF CHINA.

WANTED.

AN EXPERIENCED MAN of business to Act as COMPRADORE from next China New Year.

Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors,
E. W. RUTTER,
Manager.

Hongkong, 30th July, 1901. [812c

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.50 ₱ Cask of 375 lbs. Net ex Factory.
$3.30 ₱ Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1901. [10

NEW VICTORIA HOTEL.

ROTISSERIE,
Meals a la Carte.

CHOPS, STEAKS, etc., etc, at any time, between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer,
Proprietors.

Hongkong, 2nd September 1901. [958c

T. M. STEVENS & CO.

CARRY IN STOCK.
A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS & CO.
Beaconsfield Arcade.

Hongkong, 2nd September 1901. [959c

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to

G. GIRAULT.

Hongkong, 20th August, 1901 [667c

A. LING & Co.,
FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LACQUER WARE.

Hongkong, 18th June, 1901. [642c

HONG SING,
8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvasses, and Ducks. Complete Gentlemen's Outfitting.

Hongkong, 30th August, 1901. 960c

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.

Finest WESTPHALIAN HAMS.

H. RUTTONJEE,
5, D'Aguilar Street and
39 & 40, Elgin Road, Kowloon.

Hongkong, 13th July, 1901. [31

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,
5, D'Aguilar Street.

Hongkong, 27th April, 1900. [34

Intimations.

RAINIER BEER

The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901. [1028c

KRUSE & CO.,

CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR
Welsbach Incandescant Gasburners.

Hongkong, 2nd September, 1901. [954c

W. BREWER & Co.

NEW STOCK.

EX "SOCOTRA."

LETTS' DIARIES, 1902.

WRITING CASES, BLOTTING CASES, PHOTOGRAPH CASES, PHOTO FRAMES, SCRAP BOOKS, CARD CASES, ENGAGEMENT PADS.

AUTOGRAPH CHRISTMAS and NEW YEAR CARDS.

GAMES in Boxes: Complete with Markers, &c. PIQUET, PATIENCE, WHIST, EUCHRE, BEZIQUE, BRIDGE.

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Hongkong, 2nd October, 1901. [689c

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. [21

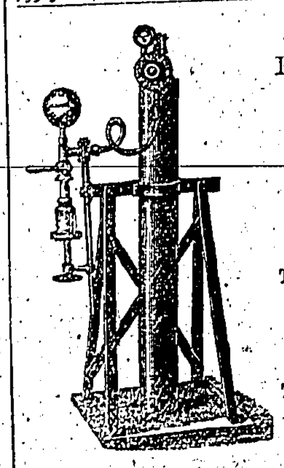
THE VICTORIA DISPENSARY, HONGKONG.

ÆRATED WATERS.

SIMPLE ÆRATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

755c] SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

NEW PATENT SODA-WATER-MACHINE.



Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901. [733c

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For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

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TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"ALGOA"* (P. M. S. S. Co.).....MONDAY, the 7th October.
"CHINA".....SATURDAY, 19th October, at Noon.
"DORIC".....TUESDAY, 29th October, at Noon.
"PERU".....TUESDAY, 12th November, at Noon.
"COPTIC".....WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING".....SATURDAY, 7th December, at Noon.
"GAELIC".....SATURDAY, 14th December, at Noon.

* *Vid* MOJI and for Cargo only.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 19th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE, have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at $100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

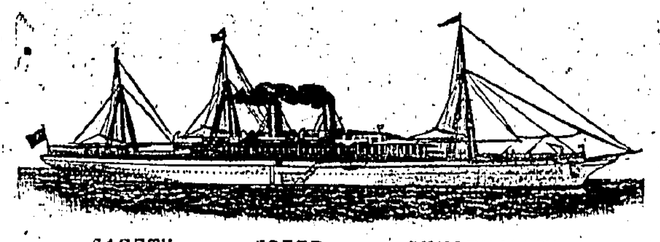
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than $100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 2nd October, 1901. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901  1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ..WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 20th November.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 18th December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

E. E. GOWN, General Agent,
Pedder's Street.

Hongkong, 30th September, 1901. [9

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST;

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ARABIA Sachs	HAVRE and HAMBURG, (Calling at SINGAPORE and COLOMBO).	5th Oct.	Freight.
KOENIGSBERG... Christiansen	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	19th Oct.	Freight and Passengers.
BAMBERG Zürbonsen	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	2nd Nov.	Freight.
SEGOVIA Foerck	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	16th Nov.	Freight.
MARBURG Zachariae	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	30th Nov.	Freight.
SUEVIA Borck	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	14th Dec.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 30th September, 1901. [1431c

Insurances.

"The Time to get Cake is When it is Passing."

The time to take life insurance is when you can get it. One day you are insurable—the next you cannot secure insurance at any price. Do you know what your day will come? Do you know that it isn't to-day?

For rates and full particulars apply to

F. KIENE,
The
Equitable Life Assurance Society,
Hongkong.

Hongkong, 20th September, 1901. [995c

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901 [712c

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [50

Notices of Firms.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

DURING my ABSENCE and until further Notice Mr. MOWBRAY STAFFORD NORTHCOTE has been appointed ACTING SECRETARY.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 28th September, 1901. [1066c

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

MR. WILLIAM BASIL DIXON has This Day ASSUMED CHARGE as CHIEF MANAGER.

By Order of the Board of Directors,
R. SHEWAN,
Chairman.

Hongkong, 27th September, 1901. [1062c

To be Let.

TO LET.

A HOUSE in RIPON TERRACE.

"THE RETREAT," MOUNT KELLETT.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [709c

TO LET.
(From 1st August next).

NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to
PUN HUNG,
86, Queen's Road Central.

Hongkong, 17th July, 1901. [761c

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to—
SANG KEE,
398, Des Vœux Road Central.

Hongkong, 5th September, 1901. [976c

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [709c

TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [822c

For Sale.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.
For List, apply
"STEAM,"
C/o The *Hongkong Telegraph*.

Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by Bord, of Paris, Three years old, in Excellent Condition. For Price, &c., apply to
THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901. [565c

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

CELESTE BURRILL, British ship, Jeffery.—Order.
HELEN A. WYMAN, American ship, Vanhon.—Arnhold, Karberg & Co.
J. F. CHAPMAN, American ship, Chapman.—Arnhold, Karberg & Co.
L. SCHEPP, American ship, C. S. Kendall.—Carlowitz & Co.

MANCHU SUBTERFUGES.

A Peking native correspondent of the *N. C. D. News*, in writing on the future policy of the Manchus considers that if the Foreign Powers think that their hostile operations in the North during last year, and a part of this, succeeded in striking terror into the hearts of the people actually in power in the Government, as well as forced a wholesome awe of the foreigner amongst the masses in the interior, will be greatly disappointed, for the Manchus are doing all they can in making the people of the empire believe that although the Allies may have been successful at first at Tientsin and Peking last year, their successes were but temporary, having been eventually compelled to evacuate the capital. The flight of the Court to Hsian is explained to the masses as a "Tour of Inspection" over the country, following the precedent made by Ch'in Shih-huang, the first Emperor of the Ch'in dynasty who, in B. C. 221 formed the whole of China into one Empire for the first time in the history of the country. "There had never been any such tour made by the present dynasty, and so the Empress Dowager taking advantage of the disturbances in the north embraced the opportunity to make a tour of inspection of the provinces north of the Yellow River." The very audacity of such a declaration of the Manchus makes it look like the truth to the ignorant people in the interior who actually firmly believe it to be so. Finally, to make things look all the more natural, the interdict of the Foreign Powers on literary and military examinations in Peking for five years on account of the Boxer attacks last year on foreigners in the Imperial Prefecture of Shuntienfu, as Peking vicinity is termed, is completely ignored and the masses are made to believe that "owing to the disturbance in the Capital last year all the Imperial Examination Halls in Peking were entirely destroyed by the enemy (sic) and so the Empress Dowager is considering the feasibility of holding these Metropolitan examinations in some other province."

THE NORTHERN SQUADRON.

When the troubles began last year with the Foreign Powers in the north the fast cruisers and other men-of-war of the Peiyang Squadron in the absence of safe, adequate harbours had to be sent to join the Nanyang Squadron in the Yangtze (Kiangyin). Chinese-like, in lack of system, the presence of the Peiyang ships in the Yangtze was made the pretext of compelling the Viceroy at Nanking to pay the expenses of maintenance of these cruisers, which being unacceptable to the Southern Administration the latter tried to decline assuming the expenses and responsibilities of the Northern, says the *Universal Gazette*. As this could not be done properly at the time the Southern officials did the next best thing—dismissed the great majority of the officers and crews, those remaining acting the part of care-takers more than anything else. It is now rumoured from Peking that certain officials have suggested to the throne to turn over all the ships of the Peiyang Squadron to any Foreign Power or Powers who may wish to take them as part payment of the Chinese Indemnity (!) Further, that it is alleged that a certain high Russophile Mandarin is already in communication with the Russians to turn these vessels over to them on the terms above noted—with what result remains to be seen.

THE CHINESE COURT.

THE LATEST RUMOUR.

The *Sinwênpao* learns from K'aifêng, the future capital of the Empire, that the construction work on the new Imperial palaces in that city is being done in every respect with a view to permanency of residence and durability. The reason for this is because it is stated that the Empress Dowager is expected to spend the New Year in K'aifêng, and may or may not return to Peking next year—perhaps never; spending the remainder of her days in K'aifêng. The Emperor, on the other hand, says the *Sinwênpao* is expected to proceed from K'aifêng, after celebrating the Empress Dowager's birthday anniversary in November, to Peking in December. Finally, as a proof that the Empress Dowager is determined to make K'aifêng her future residence, she has commanded that six million taels bullion belonging to her private purse which was rescued from Eho Park last year, before the looters, foreign and native, got there, shall be transported to K'aifêng and kept for safety in the brick vaults of the Provincial Treasurer of Honan.

INSURRECTION IN CHUCHOU PREFECTURE.

DANGER TO FOREIGNERS.

Dispatches have been received at Hangchow by the high provincial authorities of Chêkiang from Chüchou, the scene of the missionary massacres last year, to the effect that there is another rising of desperadoes and Boxers in Chiaugha, a hill district of Chüchou, whose main object is said to be plunder and next to avenge the deaths of the Boxer leaders executed last month at Hangchow. It is also reported that the Insurgents are being encouraged by certain reactionary gentry of Hangchow, chief among whom is an ex-Hanlin Reader named Fan Kung-hsü, who it is alleged was mainly instrumental last year in making the high officials at Hangchow disseminate throughout the province the news of the Empress Dowager's and Prince Tuan's decree calling upon the officials of the Empire to exterminate foreigners. It is alleged that, unless this reactionary Hanlin be speedily repressed, there will be more anti-foreign riots in Chêkiang province this year.—*N. C. D. News.*

G. GIRAULT for the best and GREATEST ASSORTMENT of CONFECTIONERY.

THE GREAT SEAL OF THE NEW FOREIGN MINISTRY.

The Empress Dowager, according to a Peking dispatch, has given consent to the casting of a silver great seal for the new Foreign Ministry similar in form, weight and material to the great seals of the Six Boards. A drawing of the proposed great seal was recently presented by the Board of Rites to Prince Ching, Comptroller-General of the Ministry, for approval; on the right-hand half of the seal are the Chinese characters "Wai-wu-pu," or Ministry of Foreign Affairs, in ancient characters, on the left half running in parallel vertical lines are the Manchu characters having the same meaning.

VICEROY CHANG CHIH-TUNG.

WILL GO TO MEET THE DOWAGER.

An official dispatch received at Shanghai from Wuchang states that Viceroy Chang Chih-tung has received permission from the Empress Dowager to meet her at K'aifêng. H.E. will therefore leave Wuchang for Honan some time during the beginning of November next, remaining at the new capital until after the celebration of the Empress Dowager's sixty-seventh birthday anniversary.

GOLD MINES IN SHANTUNG.

It is reported in Shanghai native circles that a foreigner, head of a firm called the Yung Hua Hong, is negotiating with the Chinese owners of the gold mines at Pingtu and Chaoyuan, Shantung, for a partnership in the concern, and that the new capital offered by the foreigner in question amounts to a million taels.

NOTES ON NATIVE AFFAIRS.

THE FATE OF THE HEIR-APPARENT.

A private telegram from a high mandarin with the Court at Hsian to his family at present residing here, states that at a recent secret meeting of the members of the Grand Council and Grand Secretariat before the Empress Dowager, the latter gravely and seriously informed them that she had been greatly disappointed in her former choice of the Heir Appearent, P'u Chün, and extremely mortified at the dissipated life he had led ever since his appointment in December, 1899, as the successr of Emperor Kuang Hsü—P'u Chün having broken every rule and precept laid down by the Imperial ancestors of the dynasty, without counting his constant violation of the rules and proprieties taught by the sages of old. Her Majesty, therefore, desired the advice of her ministers and exhorted each to speak boldly and frankly what they thought of P'u Chün, guaranteeing them from any harmful attempts of the partisans of the notorious Prince Tuan, P'u Chün's father. It was at last decided that when the Court arrived at K'aifêng in November next an Imperial edict should be issued formally disinheriting the Heir Apparent, cancelling the one issued at Peking just about two years ago, which it will perhaps be remembered by readers of these columns, was accompanied by another one—supposed to be the Emperor's—declaring his occupancy of the Dragon Throne to be illegal.

THE SALE OF THE PEIYANG SQUADRON.

The *Universal Gazette* learns that the Chinese Government desires to sell the new fast cruisers and torpedo-boat destroyers of the Peiyang squadron to any Foreign Power desirous of re-inforcing its fleet in Chinese waters, and that the Russians have offered five million roubles for them. Enquiries made of local mandarins by a member of this staff have elicited the reply that the Chinese Government at Hsian is seriously considering the Russian offer, and that a favourable answer will most likely be made in regard to it.

AN UNFORTUNATE EX-OFFICIAL.

A private letter received from a reliable source at Peking by a Chinese official of high rank residing here, contains an account of what H.E. Te Hsing, ex-Governor of Kiangsi, an intelligent and well-informed Manchu above the general plane of his countrymen, suffered during the troubles last year at Peking. It appeared that the ex-Governor was residing in his summer house in the Western hills, outside the capital, at the time of the Boxer outbreak in Peking, hearing which he at once returned and presented a strong memorial to the Grand Council upon the importance of protecting the foreign Legations from harm. This aggrieved the patrons of the Boxers, who spread about all sorts of reports against Te Hsing's character, so that he was compelled to return to his summer residence to preserve his life, leaving his eldest son Wen Han, a 3rd class Board secretary, in charge of the family residence in K'ushuichin street, in the Western City. This section was, after the fall of Peking, held by the Japanese; but it seemed that a certain prefect named Ting Chen-ping and a scribe named Yang, with a foreigner, tried to blackmail the ex-Governor's son by demanding Tls. 20,000, guaranteeing protection to their victim if he paid this money. The demand was naturally refused, and so when the section was handed over by the Japanese to the Italians, the blackmailers made malicious charges against Wên Han to the Italians, who subsequently took forcible possession of the family residence and grounds, carrying him off at the same time for ransom. Owing, however, to the ignorance of the ex-Governor's son of the Italian language, or through misunderstandings of some sort, the young man was killed. Finally, with the signing of the Protocol all houses in the possession of foreigners have since been returned to their respective owners, with the exception of the ex-Governor's residence, which, for some inexplicable reason had not at the time of writing—ten days ago—been given up to the legal owner.—*N. C. D. News.*

G. GIRAULT for TABLE DELICACIES

CHINESE MILITARY OFFICERS TO GO TO JAPAN.

An Imperial Rescript has been received by Viceroy Liu K'un-yi instructing him to raise a fund to defray the expenses of a number of Chinese military officers belonging to the Liangkiang and Hukuang armies, who are to be sent to Japan to undergo a course of instruction in gunnery, strategy and military engineering in that country. It is stated that the proposer of the scheme was H.E. Chü Hung-chi, President of the new Foreign Ministry. Graduates of the Nanking, Tientsin and Wuchang Military Academies are also to go to Japan for a finishing course of six or eight months before entering the Chinese army.—*N. C. D. News.*

RAILWAYS AND TELEGRAPHS.

The *Sinwênpao* states that certain foreigners (? Russians) who intend to build a railway between Peking and Kalgan have had the country between the two points recently carefully surveyed and the topography of the region mapped out. This work having been completed the route which the new railway is to take is being now decided upon. Apropos, the telegraph line between the same places which was completely destroyed by Boxers last year, is now being reconstructed by the Chinese authorities, and it is expected will be ready for transmitting telegrams by the middle of November next.

FOOTBALL.

THE NEW ASSOCIATION RULE.

The football season is almost with us, and anything in regard to the game is therefore of the greatest interest. We take from the *Athletic News* of the 12th of August the following notes on the subject of the New Association rule. That paper says:—

"The new law as to the penalty kick is giving rise to some anxiety, not necessarily from novitiates, for the two letters we have on the subject are from League referees. Under the new act a penalty kick may be given for seven offences, as compared with five last season, a player now incurring the full penalty if he should intentionally kick at or intentionally jump at an opponent within the said opponent's twelve yards' line. The offences are:—

1. Intentionally tripping.
2. Intentionally charging from behind.
3. Intentionally pushing.
4. Intentionally kicking.
5. Intentionally jumping.
6. Intentionally holding.
7. Wilfully handling the ball.

One referee wishes us to strike a line between "intentionally" and "wilfully." The point is too fine for us to determine. The law still decrees that for tripping or handling there must be a penalty or nothing, while for breaches of the other "do nots" the referee has power to grant an ordinary free kick within the twelve-yards' line.

There is some uncertainty as to whether jumping should be considered in the same light as tripping and handling. We have before us a letter containing the opinion of Messrs. Crump and Woolfall that it should be, and their opinion is convincing. We would remind captains that if they change their custodian without the consent of the referee, the first time the new goalkeeper handles the ball within the dreaded circle Law 14 will come into force, and we would, too, remind groundsmen that in order to assist the referee in seeing that a penalty kick is properly taken, a short dotted 18-yards' line must be made in addition to the 6 and 12 yards' marks. Then, again, we advise those who take penalty kicks to play the ball forward, or they will have a free kick given against them; and, finally, we counsel officials, players, and spectators alike to carefully study the laws of the game ere the season commences.

AN AMUSING MATCH.

A football match between the "Havebeens" and the school was played in Kuala Lumpur, says a Straits paper. Amongst the "Havebeens" were some tidy weights. Mr. R. G. Watson, presented an impenetrable front to any of the small fry who tried to get in with the ball. One of the backs, Mr. W. Cook, reminded us of the song,—"And I sat upon the Baby on the shore." The schoolboys felt that they had met something much more tractable in weight when they came across Mr. F. W. Talbot and Mr. Shaw, their head master, who were both half-backs. Messrs. Bellamy, Buchanan, J. Browne, A. I. McClosky, A. M. Pountney, J. Medway, and T. W. Clayton made up the team. The heavy weights were the victors.

THE "COBRA" DISASTER.

WHO IS TO BLAME.

Thus a recent issue of the *Straits Times*:—

Can anybody conceive anything more tersely ghastly than the telegraphed obituary of the *Cobra*? "It transpires that the *Cobra* sank in seven fathoms. Not a rock thereabouts. It is inferred that she simply broke in two." We cannot and do not pretend to pose as naval construction experts; but, does one require to be such before criticising a warship that parts in the middle and goes to the bottom with eighty men, before she is well into blue water for the first time? Insufficiency of details forbids anything approaching extensive criticism. We do not even know if the weather was smooth or rough; but, if the sky was clear and the sea smooth, there must have been some horrible error in the build of that destroyer which ought to secure hanging for the builder or designer, if it were not that the disaster was the result of inconceivable negligence or ignorance on the part of the mechanics employed in every detail of her construction.

G. GIRAULT FRESH GOODS by every MAIL.

COFFEE PRODUCTION IN INDIA.

The enormous over-production of coffee in Brazil by forcing down prices has seriously affected India and other coffee-growing countries. The figures of coffee cultivation in India, which are based on imperfect returns from the planting community, have recently been issued. The quantity produced last year was only about one-half of the production ten years earlier. The persons employed on the coffee estates numbered 114,000 or one person to about 316 acres. Practically the whole of the Indian coffee is exported, the United Kingdom and France being the chief customers. As France during the last five years has taken about one-third of the Indian coffee exported, the question whether that country will in a few months impose her *maximum* tariff thereon is of great moment. A decree has been issued which authorizes the application of the French *minimum* tariff on British colonial products up to February 23rd, 1902. After that date Indian coffee will pay a much higher rate than Brazilian coffee.

THE BOERS AS SEEN BY WEBSTER DAVIS.

Mr. Webster Davis says that he issues his new book on South Africa in the hope that it may "aid in some manner in saving two little republics from destruction," and although the reports from the seat of war make it seem likely that his wish will meet with disappointment, that very fact lends a good deal of interest and value to Mr. Davis's description of the culture and manners of a people whose government may soon perish from the earth. Mr. Davis, who was formerly mayor of Kansas City, resigned his position as Assistant Secretary of the Interior in Washington, about a year and a half ago, to go to South Africa to investigate the Boer cause for himself, and his book will give the future historian a view of the Boer people decidedly different from the idea of them commonly expressed in the British periodicals. He describes the public buildings of the Boer capital as "magnificent," and compares the new court building, which was just nearing completion when Mr. Davis was there, with the new Congressional Library building in Washington. The churches and schools, he says, were "first-class in every particular." The schools "were public and private, and the churches were of all denominations." The hospitals and asylums were excellent, and "in fact, the whole appearance of the city was equal to that of any city in the United States." The modern improvements and appliances, the electric lights, gas, water-works, street-cars, workshops, parks and market-places "made one feel as if he were in one of the prosperous cities of America."

More important, perhaps, are the characteristics of the people. Mr. Davis says:

"I found the Boers possessing the very characteristics which we most admire in our own people, namely, the good nature, the generous spirit, the kindheartedness, the affection for their families, and the frank and manly independence. . . . . .

"During my travels throughout the two republics, meeting the people in the public places, in their offices, in the hotels, in the homes, in villages and cities, and on the farms, and mingling with the soldiers on the march, in the camp and on the battlefield, I met but few persons who could not speak the English language. Almost all of those who did speak it spoke it quite as well as the citizens of our own country. I found them clean and neat in the their appearance—their homes in as perfect order, as clean and as comfortable and as convenient as the homes of Americans. Sitting at their tables, attending their little dinners in our honour, even private dinners as well as public dinners given by officials of the government, we found the men and women in evening-dress, and when all the guests besides myself were Boers, yet I would not hear a single word but English spoken during the whole evening. I found many of them cultured and refined. Some of them were authors, some had written books, some had written poems, some had produced excellent paintings, many were artists, many were fine musicians, and it was indeed a very common thing to find in camp and on the battle-field many a stalwart Boer with long hair and long beard, apparently rough and uncouth, who surprised me by telling me that he was a graduate from one of the great English universities. Noticing their beards I asked them why so many of them were whiskers, and one of them answered: 'We do not have time to get our hair cut or to be shaved, for we are busy all the time fighting for our lives and our homes against the savage native or the still more savage Britons, fighting to save our country and to save our independance.' And thus frequently among these brave and chivalrous men of the mountain and veldt would I be surprised so agreeably. And yet those are the kind of men whom the British press and the American sympathizing press would have us believe are untutored savages.

"The two leading newspapers of the Transvaal, the *Volksstem* at Pretoria, and *The Standard and Digger's News*, at Johannesburg, are published in the greater part in English, and they are bright and newsy papers, and to my mind much better papers than the papers of England. . . . The fact of the matter is that I could get, even during those times, when the British cables were keeping news out of that country that was of much importance, more news in those papers about my own country than I found in the English dailies. I must commend the Boer papers of the Transvaal for their energy and enterprise, and I do believe that the editorials that appeared in those papers will rank far above those of the London dailies and will compare very favourably with the editorials in the columns of the best American newspapers."—*Literary Digest*

G. GIRAULT, WINE and SPIRIT MERCHANT.

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1076c] C. A. BIDDLE, Proprietor and Manager.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Ainslie, Mrs.
Atkinson, J. I.
Allard, Rev. T.
Alexander, M. R.
Augustin, C.
Almeida, P. J.
Anderson, W. H.
Aocha, O. A.
Anderson, C. M. N.
Alexander Miss
Ahmed, A. Aziz
Barett, Mr.
Bracter, Hy.
Burke, Rev. P. C.
Berger, L. W.
Brown, A. J., D. D.
Babonneau
Bönnet, F.
Brown, F. W.
Brown, P. A. R. C. A.
Bennet, Major F. W.
Brownell, N.
Berrth
Beauchma, J. W.
Baikofs, H.
Bertram, W.
Browne, E. A.
Baylis, F.
Beaseley, J. H.
Banvard, F.
Barrington, J.
Besnard, N.
Barrington, J. H.
Braidwood, W. D.
Browne, E.
Cramer, R. B.
Chinachiole, G. N.
Cavill, Miss A.
Crilly, A. G.
Campbell, H.
Collins, M.
Crowley
Cost, Francisco
Cruz, Miss C.
Coombes, G.
Cuntz, C.
Clydesdale
Coterall, L.
Copolune, E.
Colord, Capt.
Clarke, N.
Carrington, Sir John
Chapman, F.
Carrington, Miss
Douglass, Mrs. M. E.
Dyson
Dederich, J.
Demate, A. P.
Drowd, P.
Drysdale, A. B.
Esposito, E.
Eschauzier, P.
Engeft, M.
Eck, H.
Eakin, E.
Ewing, Rev. J.
Elizaga, T. S.
Excelior
Emanuel & Co.
Eugene, Miss Lulu
Evans, Mrs. E. E.
Fitzsimmons, C. A.
Fleming, G.
Farr, A. J. M.
Frankland, A.
Forrest, M. P.
Fernandes, J. M.
Flying Jordans
Foster, F.
Flint, O. M.
Frud
Fullou, A.
Ford, Mr. R. A.
Frommgen, Miss Cath.
Gizard, A. V.
Galbraith, J.
Grant, L. W.
Guthrie, J. B.
Grey, C. E.
Godfrey, H.
Gitten. Mrs.
Gorcke, A.
Geary, Sir W. N.
Groyes, F. W.
G. H. R.
Griffiths, E.
Gray, A. G.
Gibson, Mr. J.
Gray, W. B.
Goetze, H. A.
Grodiziki, W.
Glover, Miss
Green, J. T.
Grodiziki, W.
Hermann, H.
Heaton, T.
Holdsworth, S.
Halman, A.
Habram
Hunter J. A.
Hanson
Hoji Hassian
Hobbs, W.
Hamilton, A.
Hartley, A. W.
Huckle, F.
Haman, J. W.
Hemmings, R.
Hoskins
Hogg, Miss
Harrison, M. H.
Hetenson, T. J.
Haas, Peter
Haiman, Alexis
Johnstone, B. H.
Jephson, Capt. J.
Jarvis, A. C.
Junnot
Jarvey, J.
Jones, L.
Jones, Thos.
Johnson, R. C. R.
James, S. C.
Jordan, W. H.
Jordan, L.
Jordan, Miss Nellie
Kalet, M.
Keelin, H.
Kapple, W. A.
Kissersent, Smith
Kahuweiler, S.
Kelly, T.
Kaiser, H. W.
Laura, A.
Luz, S.
Little, Mrs. A.
Liv, P.
Lorenzo, M.
Lever, S.
Livingstone, J.
Leslie, M. H.
Limerckfeld
Lee, T.
Lang, R. W.
Leagner, M. V.
Laming, C. H., D.D.
Linke, F. H.
Leonard, M.
Lester, H.
Leod, J. M. M.
Lawrance, Benjamine
Lehwalm, Margerethe
McLean, A. E.
Miller, O. H.
Mills, S.
Maipang, W.
Mills, S. C.
Mitchell, W. T.
Mundie
Mullary
Mary
Macdonald
Macario
Mecreki, M.
Mehrtens
Mare, Monsieur
McGill
McWilliam
Muller, O.
McCultan
Mant, J. B.
Morton, H.
Mantle, H. L.
Mcintosh, A. H.
McCorvich
Maudilt, W.
Mellinger, E. H.
McIntosh, James
Messer, Capt. J. F.
Niveo, L.
Newby, Capt. A.
Newall, H. E.
Nason, B.
Norman, A. J. M.
Nurton
Nicholds, P.
Nibal, Din
Norris, J. B.
Oviedo, F.
Ollvier, The Hon.
Olet, H. M.
Ocock, G.
Peterson, W.
Pilcarin, W. G.
Parfit, J. S.
Piong, A.
Petsil, F.
Paul
Pennybacker, C.
Pabalan, H.
Paton, Dr. B. L.
Ponsonby, R.
Ponsonby, R.
Quency, P.
Robles, M.
Richardson, W. N.
Rutledge, H. B.
Rice, C.
Rosa, E. da
Roye, H.
Reinos
Remedios, A.
Robertson, Mrs.
Rust, A.
Reid, J. G.
Root, M.
R. C.
Robinson, N.
Reellixinson
Ross, Mr. A.
Reid, J. G.
Rouland, G. H.
Singh, P.
Seldner, P.
Sandelands
Smith, A. H.
Sprague, O.
Sholayman, H.
Sapborne, Dr. F. G.
Skillin, A.
Souza, M. B.
Sullivan, C. P.
Sims, W. A.
Stephenson, Bob.
Bassoon, P. M.
Stevenson, J.
Sitwell, J. K.
Sephton, G.
Selshie, James
Smith, Charles T.
Sinnot, James
Schwartz, J. L.
Shaysles, Miss
Soc. of the Br. M. M. O. Assn
Taylor, C.
Tummler, W.
Tome, T.
Thomson, J.
Torrance, J.
Trechles, W.
Treichles, W.
Tremearne, Capt. A. J.
Newman.
Upton, W. C.
Verue, Miss P.
Veazey
Wennberg, H. O.
Withington, I.
Whitney, L.
Wakefield, F.
Walsh, H.
Wiggins, Miss
Williams, I.
Wheeler, C.
Walter, R.
Whitaker, A. J.
Wotton, H. R.
Wennberg, Olof.
Whinnerally, T. C.
Watson, L. T.

List of Registered Covers in Poste Restante.

Afzal Khan
Andrews, Wm.
Abbas Khan
Ameer Shah
Angudhia, M. S.
Atlantis, Miss I. (2)
Altmann, W.
Azzal Khan
Attama Singh
Buyan
Brandt, P. (2)
Bomanjee & Co.
Bowden Bros. & Co. (2)
Badaun Singh (2)
Cadieux, Miss J.
Campbell, Capt.
Cameron, A. B.
Celestino, P.
Chin Wah, (Dead Letter.)
Chatt Singh
Carrington, Sir J. W.
Chune
Carroll, J.
David, J. A., Singapore.
Dalail Khan, I.P.C. 712
Ermeheil, H. O.
Edurate, C.
Elia, J. (2)
Ebrahim, E., I.P.C. 760
Esay Khan
Fernandez, V. F.
Fode, Wazil, (Austria.)
Farrel, Capt.
Farida, No. 784 R. A.
Goodchild, Mrs. J. C.
Gomes, J. G.
Graves, W.
Caunt, C. F.
Gerald, A. (Nagasaki.)
Galvao, I. da Cunha Brasil.)
Gray, C. J.
Guiguard
Hohnsbein, L.
Hamlin, Mrs. G.
Hoplececk, Mrs. R.
Hutchinson, Mrs.
Hallmin, E.
Isfahani, H.M.S.
Isha Singh (2).
Johnson, S.
Kwong Hing (Dead Letter)
Kaiser, Singh
Kumura
Kala Singh
Kohen, E. A.
Kallah Singh
Lawan Singh
Leins, L.
Litton, G. (London.)
Lall Singh
Mene, (Terashima)
Meier, J. W. H.
McGill, Major H. S. (Tientsin).
Martin, H. J.
Mullary & Co.
Mangal Singh
Mukand Singh
Moribold, N.
Macdonald, Geo.
Mildehevich, J. B.
Mirza Singh, I.P.C. 802
Mungal Singh
Nezam Deen
New Club Sec.
Nand-Singh
Noble, James
Olbes, Fred.
Ofuku
Petchizelles, H.
Pekin Railway, Chief Engineer.
Preman
Poliakoff, N. N.
Robles
Rosa, E. de
Ritto, W. A.
Rozario, T. A. de
Rozario, O.
Rodigo, B. J.
Roda Singh
Sam Ki, (Dead Letter.)
Sultan Mahomed
Skeener, J.
Stohp, A.
Sulabat Khan
Shuhab Deen
Sham Dass
Thirty Tennis Culb, Sec.
Tilley, Capt. (6)
Talgantieff, Mrs.
Takir Mahomed
Wazir Singh, I.P.C. 716
Wertheimer, Mrs. B. J.
Wo On, (2 Dead Letters.)
Wiener, A.
Wasir Chand
Weinstein
Wing, Sir, Andrew A.

List of Registered Covers for Merchant Ships.

S.S. *Chowfa*.....W. Schneider.
" *Devawongse* .....K. Ross.
" *Dragoman* .....J. W. Holland.
" *Erica* .....Capt. Zindel.
" *Helsagric*.....Serang Humar.
" *Idomeneus* .....E. Pugh.
" *Indravelli* .....A. Devaynes.
" *Loosok* .....L. Brandt.
" *P. C. C. Klao* .....W. Shepherd. (2)
" *Pilasiya* .....Fakirmhomed Tandel.
" *Shantung*.....H. S. Clifton.
" *Shantung*.....Capt. Quail.
" *St. Dunston*.....Leop. Piringer.
" *Sui Tai* .....A. Neng.
" *Sungkiang* .....J. Robinson.
" *Strathgyle* .....Herbert Clifton Field.
" *Taichow* .....Capt. W. Reher.
" *Tsinan*.....Capt. O. Anderson.
" *Ulysses*.....H. Roberts.
Transport *Wright* .....S. Croft.
S.S. *Yuensang*.....S. Farrel.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Behnroy.
Chingtai (2 telegrams).
Chunhangchang.
Fungshingyung.
Gannet.
Glifford.
Huffman.
Kwongchancheong.
Kwonghoplong.
Loheengkee.
Nghuyen Thanh.
Norton.
Pacortrade.
Queemoh.
Schmidt (2 telegrams).
Shiuchinchong.
Soonkei (9988).
Takmakoff.
Thungsenglong.
Trienfat.
Tungshunter.
Vankee.
Willner.
Wingtailoong.
Wirh.
Woochoong.
Wood.
Wookee.
Yabisumoto.
Yheetsan.
Yown.
0903 Yuenhophai.
1,089, 1,459.
1,758.
6,032, 1,123, 0,478, 0,006.
3,470.

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Hongkong, 15th May, 1901. [526c

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Hongkong, 14th May, 1896 [38

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Hongkong, 30th April, 1900. [41

SIEN TING,

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Consultation free.
Hongkong, 27th September, 1898 [39

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
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Hongkong, 3rd January, 1901 [16c

DENTISTRY.

AMERICAN SYSTEM. WONG HO-MI, SURG. DENTIST.

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50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c

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PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU ..... W. Townsend	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TO-MORROW, 4th Oct., at Daylight.
YAMAGUCHI MARU..... S. Yoshizawa.....	MOJI, KOBE and YOKOHAMA...	TUESDAY, 8th October, at Noon.
SHINANO MARU ..... G. E. P. Cook	KOBE and YOKOHAMA	FRIDAY, 11th October, at Daylight.
KAGOSHIMA MARU ..... K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 11th October, at Noon.
HAKATA MARU ..... F. L. Sommer	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 18th October, at Daylight.
KASUGA MARU..... H. Fraser	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 18th October, at Noon.
KINSHIU MARU*..... P. L. Pyne	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 19th October, at 4 P.M.
YAWATA MARU..... A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th October, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.
Hongkong, 2nd October, 1901. [6

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 12th Oct., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 5th Nov., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Nov., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.
Hongkong, 17th September, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
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between
HONGKONG and PORTLAND (OR.,)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA."

will be despatched for PORTLAND (OR.,) on or about the 24th October, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further Information, communicate with or apply to
ALLAN CAMERON,
General Agent.
Hongkong, 23th September, 1901. [1036c

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Queen Adelaide..	2,832	F. McNair...	Oct. 8
Victoria	3,502	J. Panton ...	Oct. 15
Bracmar	3,601	W. Watt.....	Nov. 12
Glenogle	3,750	W. Frakes...	Nov. 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to
DODWELL & Co., LIMITED,
General Agents.
Hongkong, 1st October, 1901. [4

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"PALAWAN,"

Captain J. Chellew, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 12th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay without Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 28th September, 1901. [5

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA"	26th Oct.
"KURDISTAN"	5th Nov.
"LENNOX"	20th Nov.
"RICHMOND CASTLE" ...	End Nov.
"ORONSAY"	—
"HILLGLEN"	—
"LOWTHER CASTLE"	—

For Freight and further Information, apply to
DODWELL, & Co., LIMITED,
Agents.
Hongkong, 31st October, 1901. [445c

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOY and MANILA	"SUNGKIANG"*	4th instant.
NINGPO and SHANGHAI	"WOOSUNG"	4th instant.
ILOILO and CEBU	"KAIFONG"*	8th instant.
MANILA	"CHINGTU"*	12th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"*	12th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

51c]

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"NESTOR"	6th October.
"	"LAERTES"	10th "
"	"DARDANUS"	15th "
"	"MACHAON"	23rd "
"	"PROMETHEUS"	28th "
"	"ACHILLES"	6th November.

HOMEWARDS.

FOR LONDON.

"PYRRHUS" ..... 15th Oct., 1901.
"CALCHAS" ..... 29th " "
"NESTOR" ..... 12th Nov., "
"MACHAON" ..... 26th " "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ULYSSES" ..... 15th Oct., 1901.
"DARDANUS" ..... 15th Nov., "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Bullers, will be despatched as above on SATURDAY, the 5th October, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 30th September, 1901. [1069c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain T. Kitano, will be despatched as above on SUNDAY, the 6th October.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 30th September, 1901. [226c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 9th October, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 25th September, 1901. [321c

AUSTRIAN-LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.
(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE."

Captain A. Mitis, will be despatched as above on THURSDAY, the 17th October.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 28th September, 1901. [926c

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Strathgyle	.....	about	Oct. 20

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. *Value of same is required.*

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan
Hongkong, 30th September, 1901 [1032c

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA,"

Captain A. Smith, will be despatched for the above Port on the 10th November.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th September, 1901. [1019c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on SATURDAY, the 5th instant, at 4.30 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd October, 1901. [1079c

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Bouis, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Tonkin*, which vessel take on her Passengers and Mails leaving that Port on the 19th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 6th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

F. DE CHAMPMORIN,
Acting Agent.

Hongkong, 23rd September, 1901. [1004c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA,"

Captain J. McGinty, will be despatched as above on MONDAY, the 7th instant, at 5 P.M.

For Freight, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 3rd October, 1901. [1072c

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"LONGSHIPS,"

Captain Moore, will be despatched as above on or about the 15th October.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 10th September, 1901. [1000c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 16th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 2nd October, 1901. [226c

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA,"

Captain F. F. Bement, will be despatched for the above Port, on the 15th December, 1901.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th September, 1901. [1052c

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. I. American ship

"MANUEL LLAGUNO,"

will load during September and October, sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.

Hongkong, 8th July, 1901. [727c

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA,"

FROM LONDON, ANTWERP, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 2nd October, 1901. [5

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 2nd October, 1901. [5

Intimations.

NOTICE.

I, THOMAS PHILIPS (known as STOKER PHILIPS) accept SAM BENTLEY'S CHALLENGE to box any man at 140lbs.

Conditions and Amount of Side Wager to be arranged.

HONGKONG TELEGRAPH OFFICE.

Hongkong, 2nd October, 1901. [1081c

C. E. WARREN,

BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c

CLARKE'S B 42 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [43

MEE CHEUNG,

PHOTOGRAPHER.
TOP FLOOR OF ICE HOUSE, 19 *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1898 [40

GUARANTEED CURE.

After protracted and painstaking research, a thoroughly safe and certain Remedy has been discovered, which will positively Cure any Disease of the Nervous System. It is a sure Cure for Nervous Debility in all its forms, from whatever cause arising, Wasting Decay, Predisposition to Consumption; and I will send the prescription, and full particulars of the Remedy to any sufferer, on receipt of a self-addressed stamped envelope.—Address: Rev. JOSEPH HOPE, "St. Cloud," Westcourt Road, Worthing, England. (Name this paper). [1050c

THE NEW FRENCH REMEDY.

THERAPION.

This succesful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It posseses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/9 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [36

THE DESPISED THREE-PENNY BIT.

In England it is the mode of the moment to think lightly of the threepenny-piece. Before people left off going regularly to church (there are still few of what Mr. Gladstone called "Twicers" extant), the wee token was looked upon with a respect rivalled only by that entertained for the sermon it was often considered a just quid pro quo for. Nowadays as it passes from the hand of the shopman to that of his customer, it is accompanied—at least in all establishments of tone—by an elaborate, deprecating bow, or a murmured apology.

Curiously, our inherent conservatism, or the pigheaded feeling that obsesses us under this high-falutin name, disposes us to cleave unto the dirty penny, and reckon three of them—possibly because they are bigger and dirtier—to be infinitely more precious than the dainty silver "bit." Whereas nothing surprises the stranger within our gates more than the number of malodorous "browns" he finds in his pockets at the close of a day's shopping or sight-seeing.

In young and far-off Australia things are otherwise. Copper money is of but scanty utility; it has relatively such a limited purchasing power, where a tram-fare, a loaf of bread, or a long-sleever of tangle-foot costs at least threepence. And there are no half-penny papers. Wherefore, the penny occupies the place of the farthing with us at home, and is just about no use whatever. Accordingly, a movement is on foot among the various States of the new Commonwealth to establish all over the great southern continent a uniform system of decimal coinage. The sovereign must and will, of course, remain where and what it is, the standard, particularly in a country whose greatest product is the noble metal from which it is coined, as well in the local mints of Sydney, Melbourne, and Perth as in the mother establishment on Tower-hill. Likewise ten silver florins must remain legal tender in change for "the yellow-boy." The present problem is to produce a coin that shall represent a tenth part of the florin or the hundredth part of a pound.

Obviously the ordinary penny—which notoriously does not contain even a penn'orth of copper—cannot be raised to the value required, more especially as bronze tokens are not in favour "down under." The way out, therefore, is suggested by means of the threepenny "bit." Actually, there is little more than two-penny-worth of silver in the coin as now current, the difference between its face value and its real being the seignorage exacted by the London Mint authorities for its manufacture. The Federal Government proposes (under powers to be acquired) to take the tiny silver token at its intrinsic value and treat it as a decimal of the florin, which is again the decimal of the sovereign.

Not only would this alteration expedite and convenience everyday business, but it would put the Australian fiscal authorities upon an equitable basis with those of the Mother Country. For many years Australia has furnished the Empire with quite half its gold currency, at the individual cost of the several colonies which have minted it. Hitherto no contribution towards the expense has been made by England.

There is another consideration. On all the silver comage used in Australasia the Home Government (which mints it) levies a handsome seignorage. No allowance has been made to the respective colonies upon this, owing to the difficulty of apportioning the amount pro rata, though the equity of so doing has long been admitted.

The arrangement could now be easily made with the Federal Government, and for these three main reasons it is more than probable that the Commonwealth of Australia will be enabled to formulate and supply itself locally with a decimal system of coinage. The Kangaroo people have effected more radical changes than this ere now.

Then the question will come, Why should not the United Kingdom be logical and (dare it be mentioned, the Empire, if we must have one?) have ten good Liberal (Imperialist) pennies to the Imperial (Liberal) shilling, instead of twelve? What does that eminent trimetallist, Mr. Balfour, think about it?

H. MAURICE BERKELEY in *Morning Leader*.

MOSQUITOES AND MALARIA.

[AMERICAN CABLE.]

NEW YORK, August 26th.

D. A. H. Doty, discussing the death in Havana of Miss Clara Mass (through infection with yellow fever from mosquito bite) reiterated his recently expressed opinion that the results achieved fully warranted the experiments that are being carried on in Cuba.

"We must not look simply at the deaths of the three persons in Havana," said Dr. Doty, "but we must consider also the incalculable number of lives that will be saved by this absolute proof that mosquitoes carry yellow fever. This was the only way to find it out. We now know beyond question that people must protect themselves by netting, especially at night, from mosquitoes in districts infected with yellow fever, and that they must get rid by drainage and other means of the unsanitary conditions that favour the propagation of mosquitoes. That such precautions against infection by mosquitoes produce the results intended is shown by the fact that this year, for the first time in the medical history of Cuba, there has been no natural case of yellow fever in Havana and only six or seven in the suburbs. Within six years there have been as many as 500 cases in Havana at one time, with a consequent mortality of from 15 to 35 per cent., and even three or four years ago there were 300 cases at one time. Since the sanitary conditions have been made so very much better, however, and netting has been used so much more, this great advance in the health of the city has come. These precautions against the fever were stimulated, of course, by the belief that the mosquitoes carried the disease, but this belief is now changed to certain knowledge."

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Armand Behic*, connecting with the steamer *Salazie* at Colombo, from Marseilles Sept. 8.—To Nagasaki: Mr. Erdmann. To Haiphong: Mr. Michel, Mr. and Mrs. Malod, Mr. Gayer, Mr. Lefebure, Mr. and Mrs. Fontaine. To Saigon: Mr. and Mrs Hue and children. To Batavia: Mr. Mendes de Lion.

Per Messageries Maritimes steamer *Annam*, from Marseilles, Sept. 22.—To Yokohama: Mr. and Miss Meschersky. To Shanghai: Mr. and Mrs. Van Laer. To Hongkong: Mr. Trévoux. To Haiphong: Mr. and Mrs. Devaux. To Saigon: Mr. and Mrs. Rochouvellet and 2 children.

Per P. and O. steamer *Arcadia*, connecting with the steamer *Bengal* at Colombo, from London, Aug. 24—To Hongkong: Miss Fenner, Mr. and Mrs. Charles Eord, Miss Sweet, Corporal W. Marsden, Mr. E. H. Codling, Mrs. Daly, Mr. J. C. Cooke. From Marseilles.—To Shanghai: Rev. and Mrs. J. Paxton and child. To Hongkong: Mr. Bremner, Mr. W. B. Dixon, Mr. W. E. Dixon. To Singapore: Mr. W. E. Sharpe.

Per P. and O. steamer *India*, from London, Sept. 5.—To Shanghai: Mr. and Mrs. J. Stark, Dr. H. S. Cary, Dr. W. Shackleton, Mr. W. J. Embery, Mr. W. H. Greenaway, Mr. R. Young, Mr. C. Chenery, Mr. G. Anderson, Mr. A. Jennings, Miss Eacott. To Hongkong: Mrs. Hatherwell, Major Scott. To Bangkok: Mrs. Wood and child, Mr. C. J. Davidson. From Marseilles.—To Hongkong: Miss Radcliffe, Mr. E. T. Palmer, Mrs. Bond.

Per P. and O. steamer *Japan*, from London, Sept. 7.—To Hongkong: Mrs. Brown and 2 children, Commander and Mrs. Dawes, Mr. H. Bent, Mrs. Low and child, Lieut. Fry, Lieut. Cole, Major and Mrs. Ash, Mr. J. Low, Lieut. Grant, Sub-Lieut. Hammond.

Per P. and O. steamer *Oceana*, connecting with the steamer *Massilia*, at Colombo, from London, Sept. 19.—To Shanghai: Miss Twizell, Miss G. M. Miller, Miss A. N. Hart, Miss M. G. Saltan, Miss N. Marshbank, Miss E. Baller, Miss J. Begg, Miss F. Stillman, Mr. J. West. To Hongkong: Capt. R. White, Mrs. M'Cubbin and child. From Brindisi, Sept. 29.—To Manila: Mr. J. M. Underwood.

Per P. and O. steamer *Borneo*, from London, Sept. 21.—To Yokohama: Mrs. and Miss Edmonds. To Shanghai: Miss Hopkins, Miss Homan, Mrs. Cecil Simpson and child, Mr. and Mrs. Thomas. To Hongkong. Miss A. M. Finney, Miss A. M. Baker, Miss Clarke, Miss Hutchinson, Miss J. C. Clarke, Mrs. Clutton Mrs. S. Hooper, Mr. and Miss Bull, Lieut. H. Stemsbury, Miss E. J. Ramsey, Lieut. and Mrs. Walker.

Per Norddeutscher Lloyd steamer *Sachsen*, from Hamburg, Aug. 21.—To Shanghai: Mr. Knud S. Stokke, Mr. Johann Wenck. To Hongkong: Mr. Heinrich Varrelmann. From Southampton, Aug. 26.—To Yokohama: Mr. and Mrs. R. J. Webb. To Shanghai: Mr. W. E. Burnet, Miss Caplin, Dr. E. C. Davenport, Mrs. Dewar and child, Miss A. Ford, Mr. D. Robertson. To Hongkong: Mr. and Mrs. H. Frewin, Miss Macfarlane, Mr. Mumford and family, Mrs. Kate Ramsey. From Genoa.—To Yokohama; Mr. Riccardo Giglio-Tos. To Kobe: Miss Anna Barth. To Tsingtau; Mr. Albert Pfeiffer. To Shanghai: Mrs. von Möllendorf, Miss Eva von Möllendorf, Miss Margaretha von Möllendorf, Miss Dora von Möllendorf, Mr. Stabszahlmeister Ross, Dr. Stuhlmann. To Hongkong: Mr. Diakon Baumann, Mr. Carl Diener, Dr. and Miss John E. Kühne, Master Hans Kühne, Miss Bertha Kühne, Miss Edy Kühne, Miss Johanna Kühne.

Per Norddeutscher Lloyd steamer *Klautschou*, from Bremen, Sept. 4.—To Nagasaki: Mr. G. Chester, Mr. Gordon Kerr. To Shanghai: Mr. and Mrs. Taylor, Miss Kidson Miss Short, Dr. Hotvedt, Mr. Pereira and party, Mr. F. Neville May, Miss May, Mrs. Rees and family, Mr. and Mrs. L. M. F. Grant and family, Mrs. Felgate, Rev. and Mrs. Hunter, Dr. W. E. Plummer, Mr. and Miss McPhail, Rev. S. C. Meech, Mrs. Harris, Dr. Cochrane, Miss Miles. To Hongkong: Mrs. Macdonald, Miss Cumber, Dr. H. Davidson, Mr. Hickie, Mrs. Kidd and children, Miss Turner and child.

Shipping.

Arrivals.

HONGKONG MARU, Japanese steamer, 6,159, W. E. Filmer, 2nd Oct.,—San Francisco 4th Sept., via Honolulu 11th, Yokohama 24th, Kobe 26th, Nagasaki 27th, and Shanghai 30th, Mails and General.—J. S. Van Buren.

HOLSTEIN, German steamer, 1,186, H. Ipland, 2nd Oct.,—Saigon 27th Sept., Rice.—Jebsen & Co.

HOIHAO, French steamer, 509, M. Merlees, 2nd Oct.,—Pakhoi and Hoihow 1st Oct., General.—A. R. Marty.

NANSHAN, British steamer, 1,299, Allan Jones, 3rd Oct.,—Bangkok and Koh-si-chang 25th Sept., Rice.—Bradley & Co.

ARABIA, German steamer, 4,438, Sachs, 3rd Oct.,—Foochow 1st Oct., General.—Carlowitz & Co.

FORMOSA, British steamer, 2,615, B. W. H. Snow, 3rd Oct.,—Foochow 1st Oct., General.—P. & O. S. N. Co.

SACHSEN, German steamer, 5,026, W. Franke, 2nd Oct.,—Hamburg 21st Aug., and Singapore 27th Sept., Mails and General.—Melchers & Co.

DAYBREAK, British steamer, 870, A. H. Best, 3rd Oct.,—Shanghai 30th Sept., General.—C. M. S. N. Co.

CHOYSANG, British str., 1,194, G. H. Bowker, 3rd Oct.,—Shanghai 29th Sept., and Swatow and October, General.—Jardine, Matheson & Co.

HANS MENZELL, German steamer, 1,140, Nebinger, 3rd Oct.,—Sourabaya 20th Sept., Sugar.—E. A. Tradin, Co.

AILSACRAIG, British steamer, 2,166, E. Robertson, 3rd Oct.,—Moji 27th Sept., Coal.—Mitsui Bussan Kaisha.

BAMBERG, German steamer, 2,659, Zurbonsen, 3rd Oct.,—Hamburg 11th Aug., and Singapore 27th Sept., General.—Siemssen & Co.

WOOSUNG, British steamer, 1,109, M. Dowson, 3rd Oct.,—Canton 3rd Oct., General.—Butterfield & Swire.

Clearances at the Harbour Office.

Anping, British str., for Shanghai.
Chigwell, British str., for Balekpapan.
Choysang, British str., for Swatow.
Hoimoon, British str., for Canton.
I. F. Chapman, American ship, for New York.
Pak Kong, British str., for Canton.
Daybreak, British str., for Canton.
Airlie, British str., for Port Darwin
L. Sharpe, American ship, for New York.
Haimun, British str., for Swatow.
Saining, British str., for Wuchow.
Sanuki Maru, Japanese str., for Singapore.
Wo Kwai, British steam-launch, for Wuchow.

Departures.

Oct. 3, *Preussen*, German str., for Europe.
Oct. 3, *Sachsen*, German str., for Shanghai.
Oct. 3, *Haicking*, British str., for Swatow.
Oct. 3, *Bygdo*, Norwegian str., for Hongay.
Oct. 3, *Lyeemoon*, German str., for Canton.
Oct. 3, *Taifu*, German str., for Canton.
Oct. 3, *Airlie*, British str., for Australia.
Oct. 3, *Daybreak*, British str., for Canton.
Oct. 3, *Ajax*, British str., for Singapore.
Oct. 3, *Nanyang*, German str., for Swatow.
Oct. 3, *Anping*, British str., for Shanghai.

Passengers—Arrived.

Per *Nanshan*, from Bangkok—Mrs. Arnold and child.

Per *Choysang*, from Shanghai, &c.—Mrs. Payne, Miss Underwood, Mrs. De Silva and family, and 52 Chinese.

Per *Formosa*, from Yokohama for Singapore—Mrs. Murray Robertson. From Shanghai for London—Mr. W. T. Bidwell.

Per *Hongkong Maru*, from San Francisco, &c.—Mr. H. W. Andrews and servant, Mrs. H. A. Burke, infant and servant, Miss E. Hager and maid, Mrs. Humphreys, child and servant, Mrs. H. Humpreys, Mrs. C. M. Johnson, Mr. L. Johnstone, Dr. P. Kreig, Mrs. B. Lammont, Mrs. V. Latham, Mr. and Mrs. W. M. Manuel, Mrs. A. W. Marshall, Mr. and Mrs. T. W. Steele, Miss E. Steele, Mr. J. L. Usham, 9 Japanese and 123 Chinese.

Per *Sachsen*, from Hamburg, &c.—Messrs. Oliver R. Paul, R.N., T. Wenck, W. Dubber. H. Trenin, W. Burnet, W. T. Robinson, F. Oriedo, P. Ross, Riccardo Giglir Tos, Bettinson, E. O. Bren, Alb Pfuffer, Wustenhagen, E. Diener, H. Varelmann, H. Sieling, Newmann Mennford, Kate Ramsay, Mr. and Mrs. R. T. Webb, Mrs. Campbell, Mrs. Mollendorf, Drs. C. Davenfurt, Nicolai, Keitmi, C. Stuhlmann, Misses Metcalfe, Anna Barth, McFarlane, Mrs. Dewar and Rev. S. Stokke.

Per *Bamberg*, from Singapore—Mr. Hansen, and 993 Chinese.

Departed.

Per *Perla*, for Manila—Messrs. C. H. Knight, W. Vanderlip, C. B. Burt, G. D. Willey, H. H. Reynolds, Mr. and Mrs. R. E. Whitney and J. Gaspar.

Per *Gaelic*, for Shanghai—Mrs. F. J. Drake, Mrs. V. A. Caesar Hawkins, Miss Jackson, Lt. W. E. Sims, U.S.A., Mr. and Mrs. Mickie, Jr., Messrs. C. J. Scott, E. Danunberg, W. Inman, A. J. M. Gomez and Alfred G. Crelly. For Nagasaki—Messrs. Osakawa, L. C. Bramkamp, Lang Chu Tong, F. Kawamoto, H. A. Beldeu, Mrs. Hang Gong, son and infant, Mr. and Mrs. W. F. Playfair, and Miss Playfair. For Kobe—Messrs. C. Kalkhof, Y. Furukashi, Mr. and Mrs. G. F. Dietrick, Masters D. & C. Dietrick and Miss M. L. Bacon. For Yokohama—Messrs. V. H. Deacon and svt., D. E. Brown and Mrs. G. Knight. For San Francisco—Mrs. and Miss Wu Ting Fong and 2 servants, Mrs. and Miss Ho Yow and 2 servants, Messrs. Lom Chuk-chun, Chan Chun-sin, Ho Wing-sui, Ferguson, Andrew Gibson, and Captain Sorbier. For Portland—Mr. C. H. Hand. For London—Messrs. A. G. Wood and Frank H. Dixon.

Per *Sachsen*, from Hongkong for Shanghai—Miss E. Harrison, Messrs. F. Beckerle, E. S. Hardoon, S. R. Michael, and M. Hopp. For Kobe—Mr. and Mrs. G. H. Dann. For Yokohama—Mr. W. O. Spalckhaver.

Per *Preussen*, from Hongkong for Singapore—Dr. J. A. Magimi, Messrs. C. A. Maggin, Wood, W. Kidd, and H. St. Dalmas. For Penang—Mr. Thio Sion Hong. For Colombo—Messrs. C. W. Richards, C. Kaliandas, Rev. and Mrs. Wheeler Boggess, Mr. and Mrs. G. Hermann, Mr. and Mrs. J. Lam. For Naples—Mr. and Mrs. Long. For Genoa—Miss F. H. Muller. For Southampton—Mr. H. C. Jones. For Bremen—Mr. J. Olsson. For London—Messrs. C. D. Clark, F. W. Bark and E. Thomas.

SHIPPING REPORTS.

Captain Sachs, of the steamship *Arabia*, from Foochow, reports:—Strong E. winds, fine and clear weather.

Capt. E. Robertson, of the steamship *Ailsacraig*, from Moji, reports:—Strong N.E. monsoon and high seas with fair weather.

Captain A. Jones, of the steamship *Nanshan*, from Bangkok and Koh-si-chang, reports:—Strong N.E. breezes and heavy head sea, overcast sky with cloudy.

Capt. A. H. Best, of the steamship *Daybreak*, from Shanghai, reports:—Strong N.E. winds from Shanghai to Breaker Point, moderating to port, fine and clear weather.

Capt. G. H. Bowker, of the steamship *Choysang*, from Shanghai and Swatow, reports:—Strong N.E. winds, high sea and clear weather to Swatow, thence to port light E. winds and fine weather.

SWATOW WEEKLY SHIPPING REPORT.

(September 28th, 1901.)

ARRIVALS.

Date.	Vessels.	Where from.	Agents.
Sept. 22	Rajaburi	Hongkong	B. & S.
" 22	Hong Bee	Amoy	L. Y. & Co.
" 22	Chefoo	Ch'foo & Newchwang	B. & S.
" 23	Wingsang	Shanghai	J. M. & Co.
" 23	Daigi Maru	Hongkong	B. & Co.
" 23	Hangchow	Ch'foo & Newchwang	B. & S.
" 23	Hoihow	Wuhu	"
" 23	Decima	Hongkong	J. M. & Co.
" 24	Kiukiang	Shanghai via Amoy	B. & S.
" 24	Daijin Maru	Amoy	B. & Co.
" 25	Taishan		"
" 25	Thales	Hongkong	J. M. & Co.
" 26	Anping Maru	"	B. & Co.
" 27	Maidzuru Maru	Amoy	"
" 27	Halloong	Hongkong	J. M. & Co.
" 28	Woosung	Shanghai	B. & S.

DEPARTURES.

Date.	Vessels.	Destination.	Agents.
Sept. 23	Daigi Maru	Amoy	B. & Co.
" 23	Wingsang	Hongkong & Canton	J. M. & Co.
" 24	Rajaburi	Hongkong	B. & S.
" 24	Daijin Maru	Hongkong	B. & Co.
" 24	Decima	Saigon	J. M. & Co.
" 24	Hong Bee	Singapore & Penang	L. Y. & Co.
" 24	Hoihow	Amoy & Shanghai	B. & S.
" 25	Kiukiang	H'kong & Tientsin	"
" 25	Taishan	Singapore	B. & Co.
" 25	Thales	Amoy & Foochow	J. M. & Co.
" 26	Anping Maru	"	B. & Co.
" 27	Chefoo	Shanghai	B. & S.
" 27	Hangchow	"	"
" 27	Maidzuru Maru	Hongkong	B. & Co.
" 28	Woosung	Hongkong & Canton	B. & S.
" 28	Halloong	Hongkong	J. M. & Co.

NOTANDA.

CALENDAR.

OCTOBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.982
Thermometer	76.2
Humidity	71.
Rainfall	5.794

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.86	29.76
Temperature	86	85
Humidity	48	59
Rainfall	—	—

TO-DAY.

Friday, Thursday, 3rd October, 1901.

Chinese—*21st of 8th moon of 27th year of Kwang-su.*

Sun—*Rises* ..... 5hr. 54min.
Sets ..... 5hr. 46min.
Moon—*Max. Declination N.* 5hr. a.m.
High water—*Morning* ..... 0hr. 0min.
Afternoon ..... 1hr. 30min.
Low water—*Morning* ..... 6hr. 33min.
Afternoon ..... 5hr. 31min.

ANNIVERSARIES.

1691—Treaty of Limerick.
1849—H.M.S.'s *Medea, Fury* and *Columbine* destroyed the piratical fleet at Chui Apou.
1866—Peace between Austria and Italy.
1880—Treaty between Brazil and China signed at Tientsin.
1884—Riots at Hongkong.
1891—Fatal collision on the Yangtsze between British steamer *Lienshing* and Chinese gunboat.
1893—Franco-Siamese treaty signed at Bangkok.
1897—Wreck of the s.s. *Namoa* in Haitan Straits; 11 lives lost.

TO-MORROW.

Friday, 4th October, 1901.

Chinese—*22nd of 8th moon of 27th year of Kwang-su.*

Sun—*Rises* ..... 5hr. 54min.
Sets ..... 5hr. 45min.
High water—*Morning* ..... 0hr. 14min.
Afternoon ..... 3hr. 1min.
Low water—*Morning* ..... 7hr. 51min.
Afternoon ..... 6hr. 2min.

ANNIVERSARIES.

1535—First English Bible printed.
1884—Attack on Foreigners at Wenchow.
1893—S. von Fress Committed Suicide at Shanghai.
1898—Fire at Chang-teh-fu, Hunan, several lives lost and millions of dollars damage done.
1899—Wreck of the U. S. Transport *Morgan City* at Onomichi Japan.

AGENDA.

TO-DAY.

Cargo ex *Bengal* subject to rent.
Cargo ex *Teenkai* subject to rent.
Cargo ex *Gaelic* subject to rent.

TO-MORROW.

C. N. Co.'s steamer *Woosung* leaves for Shanghai.
P. & O. Co.'s steamer *Socotra* leaves for Yokohama.
Daylight—N. Y. K. steamer *Sanuki Maru* leaves for Europe.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

August 30th.

Captain W. Passmore has taken over the command of the *Haimun*.

Mr. Walters has joined the *Haimun* as 3rd engineer.

September 11th.

The officers of the *Flandria* (Capt. F. Elchbaum) are:—chief officer W. Schaake, 2nd E. Lehmann, chief engineer M. Biese, 2nd C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.

September 20th.

Mr. D. Bowie is acting 2nd officer of the *Haitan vice* Mr. Short on leave.

Mr. Attwood has joined the same ship as 3rd officer.

September 23rd.

The officers of the s.s. *Diamante* (Capt. Rattenbury) are:—chief officer A. J. Motley, 2nd A. Fraser, 3rd F. M. Turner, chief engineer J. Hill, 2nd J. Potts, 3rd D. Wilson, doctor S. Castro.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Salazie*) 7th instant.
American (*China*) 10th instant.
American (*Doric*) 18th instant.
American (*Nippon Maru*) 25th instant.

* * *

The N. P. S. Co.'s steamer *Braemar* arrived at Tacoma from Japan and Hongkong on the 1st inst.

* * *

The Canadian Pacific Railway Co.'s steamer *Athenian* arrived at Vancouver at 9 p.m., the 30th ulto.

* * *

The H. A. L. steamer *Segovia* from Hamburg, left Singapore for this port to-day and may be expected here on or about the 9th inst.

* * *

The N. Y. K. Co.'s steamer *Kinshin Maru* (Bombay Line) left Bombay for this port on the 28th ulto., and is expected to arrive here on the 19th inst.

* * *

The N. Y. K. Co.'s steamer *Kagoshima Maru* (Bambay Line) left Kobe *via* Moji for this port on the 2nd inst., and is expected to arrive here on the 9th inst.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Kobe at 1 p.m., on Wednesday the 2nd inst., and left again at noon same day for Yokohama where she is due to arrive at noon on the 3rd inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Georges Valentine ...	at	Kowloon	Dock.
Zafiro ...	"	"	"
Monterey ...	"	"	"
Cebu ...	"	"	"
Kong Beng ...	"	"	"
Wonto ...	"	"	"
Lungtsing ...	"	"	"
H.M.S. *Argonaut* ...	"	"	"
Algoa ...	"	"	"
Bicano ...	"	"	"
Canton River ...	"	"	"
Munchen ...	"	Cosmopolitan	"
Chunsang ...	"	Aberdeen	"
Victoria ...	"	"	"

PASSED THE CANAL.

Outward — 30th September—*Benlomond, Adana, Segovia, Cholon, Pembrokeshire.* 13th September—*Armand Behic, Shinano Maru, Nestor, Neckar.* 17th September—*Glenshiel, Ettrickdale, Faveric, Mercur.* 20th September—*Feronia, Marburg, Japan, Rhipeus, Hanyang.* 24th September—*Queen Christina, Erzherzog, Franz Ferdinand, Kiautschou.* 27th September—*Annam, Hitachi Maru, Muchaon, Merionethshire, Argyll, Sophie Rickmers.* 1st October—*Asama, Prometheus, Zafiro.*

Homeward — 24th September—*Kawachi Maru.* 27th September—*Arara, Patroclus.* 1st October—*Princess Irene.*

Arrivals at Home—24th September—*Neckar, Konig Albert.* 27th September—*Oceanien.* 1st October—*Agilia, Kawachi Maru.*

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. V. H.
Andrew, Mr. D. A.
Andrew, Mr. H. W.
Angus, Mrs.
Arnold, Mr. H.
Bailey, Mr. W. St.
Barlow, Mr. B. J.
Barlow, Mr. F. C.
Bell, Mr. J. T.
Beringer, Dr.
Black, Mr. J.
Borner, Mr. A.
Brown, R.E., Major W. B.
Busustow, Mr.
Buttanshaw, Major
Cameron, Mr. D. H.
Clark, Dr.
Codling, Mr. E. H.
Cole, Mr. C. E.
Colombo, Mr. G.
Colson, Mr. J. S.
Davenport, Mr. E. C.
Denroche, Mr. P. C.
Devilbiss, Mr. D. M.
Discombe, Mr. G. M.
Dorehill, R.A., Major
Dunsford, Capt. & Mrs. and child
Dyson, Major P. S.
Edwards, Mr. F. W.
Fernald, Mr. and Mrs.
Field, Mr. A. G.
Fischer, Mr.
Gibson, Mr. Kennedy
Gill, Miss
Glover, Mr. C.
Gracewood, Mr. G.
Grant, Mr. John
Guignard, Mr. E.
Hager, Misses E. (2)
Hamilton, Mrs.
Handson, Mr. B. E.
Hawkins, Mr. J. A.
Heckford, Mr. R. G.
Hinton, Miss May
Howard, Mr. Thos.
Howkins, Mr. and Mrs. H. L.
Hughes, Mr. W. K.
Huke, Mr. A. N.
Innes, Capt.
Irving, Mr. E. A.
Johanson, Mr. and Mrs.
Johnstone, Mrs. C. M.
Joseph, Mr. and Mrs. E. S.
Kutsch, Mr. E. A.
Kiehe, Mr. and Mrs. F.
King, Major H. S.
Lazarus, Mr. N.
Littledale, R.E., Major R. P.
Macdonald, Mr. D.
Mackie, Mr. Gordon
Manuel Mr. and Mrs.
Marlow, Mr.
McLellan, Mr. and Mrs. E. E.
Mesa, Mr. F. S.
Michael, Mr. S. J.
Middleton, Mr. S.
Milton, Mr. and Mrs.
Nagata, Mr. J.
Parfitt, Mr. W.
Patterson, Mr. T. P.
Pearse, Dr. W. W.
Pitcher, Mr. A. J.
Price, Mr. H.
Radcliffe, Mr. P.
Reel, Dr. L. R.
Reid, Mr. A.
Robertson, Mr. W. R.
Robinson, Mr. W. U.
Schouw, Mr. C.
Sergeant, Mr. P. W.
Simpson, Mr. A. E.
Smith, Mr. T. J.
Smithers, Mr. R. G.
Smithers, Mrs.
Snewin, Mr. E. A.
Stafford, Mr. T. C.
Steele, Mr. and Mrs.
Steele, Miss E. L.
Taylor, Mr. D. G.
Thomson, Dr. and Mrs. J. C. and child
Tibbey, Mr. H. M.
Upham, Mr. J. L.
Wakeman, Mr. G. H.
Watts, Mr. and Mrs. Frank W.
Whiley, Mr. W. J. G.
Whitton, Mrs.
Wild, Lieut. and Mrs. Bagnall
Woollen, Mr. J. J.
Worthington, Mr. A.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bacon, Miss
Baulton, Mr. J. F.
Beattie, Mr. James
Bonnar, Mr. J. W. C.
Brawn, R.E., Col. L. F.
Brayne Mr. H. F. R.
Brusse, Mr. G.
Carrington, Sir John
Carrington, Miss
Collard, Col. A. W.
Crookenden, Col.
Dann, Mr. George H.
Davies, Mr. W.
Detrick, Mr. and Mrs. and children
Dixon, Mr. W. B.
Dixon, Mr. F. H.
Drion, Mr. F.
Ezekiel, Mr. J. S.
Field, Mr. Gerry
Forbes, Mr. Andrew
Graham, Mr. D. M.
Hamilton, Major
Hendrie, Mr. J.
Inglis, Mr. and Mrs. W. F. and children
Jameson, Mr. Philips
Jeffries, Mr. H. N.
Lee, Mr. J. E.
Martin, Mr. R.
May, Mr. A. J.
McDermott, Mr. A. P.
Miller, Mr. and Mrs.
Pitt, Mr. John, R.N.
Pollock, Hon. H. E.
Prynne, Capt. & Mrs.
Qustinoff, Mr. M.
Rumsey, R.N., Hon. R. Murray
Sawer, Capt.
Sawer, Mrs.
Sinclair, Mr. A.
Stokes, Mr. A. G.
Thomson, Mr. J. S.
Wheeler, Mr. W. H.
Wheeler, Colonel
Wilgress, Mr. W. T.
Wilgress, Mrs. and children
Wilson, Mrs. W. and child
Wright, Mr. and Mrs. H. Taylor

CRAIGIEBURN.

Bells, Mr. H.
Brown, Mr. and Mrs. H. Matheson
Bruce, Mr. and Mrs. W.
Crouch, Mr. J. W.
Edwards, Mr. G. H.
Farrow, Capt. J.
Georg, Mr. and Mrs. C.
Grimble, Mr. & Mrs. G.
Hamilton, Major and Mrs. Claude
Heemskerk, Mr. J. J. B.
Helms, Mr. W.
Langlands, A.O.D., Capt. and Mrs. P.
Pye, Mr. E. Burns
Surplice, Mr. and Mrs. F. R. C.

KOWLOON HOTEL.

Connally, Miss K.
Fernandez, Mr. & Mrs. J. B.
Harges, Mr. Herm.
Harman, Mr. T. O. B.
Holden, Mr. Geo. H.
Holdon, Capt. H. N.
Nobbs, Prof. A. P.
Riegen, Mr. V.
Schmitr, Mr. G.

EXCHANGE.

Hongkong, 3rd October.

ON LONDON, Telegraphic Transfer	1/11 3/16
" Bank Bills, on demand	1/11½
" Credits, 4 months' sight	1/11⅝
" D'ments, 4 months' sight	1/11⅝
ON BERLIN, (demand)	M. 1.97½
ON PARIS, Bank Bills, on demand	2.44½
" Credits, 4 months' sight	2.47½
ON NEW YORK, Bank Bills, on demand	47
" Credits, 30 days' sight	47⅛
ON BOMBAY, Telegraphic Transfer	144½
" On demand	145
ON SHANGHAI, Telegraphic Transfer	73⅛
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	⅝ % prem.
Sovereigns, Bank's Buying Rate	$10.30
Gold Leaf 100 touch, per tael	$3.25
Bar Silver	26⅞
Dollars	nom.

OPIUM QUOTATIONS.

Hongkong, 3rd October.

To-day's quotations are as follows:—

BENGAL—New Patna	@	$930/35	
New Benares	@	907½/10	
Old Benares	@	940	nom.
Old Patna	@	970	
			Per picul.
MALWA—This and last year's new	@	$ 860/70	
2/3 years' old	@	880/90	
4/5 years' old	@	900/910	
Putterfore	@	920	
PERSIAN—Fine quality	@	800/830	

THE SHARE MARKET.

LATEST QUOTATIONS.

(OCTOBER 3rd.)

COMPANIES.	PAID UP VALUE.		LATEST QUOTATION.
Banks.			
Hongkong and Shanghai Banking Corporation	$	125	$610 sales
The Bank of China and Japan, Limited—(Preference)	£	5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£	4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£	1	£5.5
National Bank of China, Limited	£	8	$28 sellers
Do. Founders	£	1	$15 sellers
Marine Insurances.			
Union Insurance Society of Canton, Limited	$	50	$342½ buyers
China Traders' Insurance Company, Limited	$	25	$60 sellers
North China Insurance Company, Limited	£	25	Taels 195
Yangtsze Insurance Association, Limited	$	60	$122½
Canton Insurance Office, Limited	$	50	$167½ buyers
Straits Insurance Company, Limited	$	20	nominal
Fire Insurances.			
Hongkong Fire Insurance Company, Limited	$	50	$342½ sales
China Fire Insurance Company, Limited	$	20	$83 sales
Shipping.			
Hongkong, Canton, and Macao Steamboat Company, Limited	$	15	$35 sales
Indo-China Steam Navigation Company, Limited	£	10	$140 buyers
China and Manila Steamship Company, Limited	$	50	$58 sellers
Douglas Steamship Company, Limited	$	50	$44 buyers
China Mutual Steam Navigation Company, Limited—(Preference)	£	10	£10
China Mutual Steam Navigation Company, Limited—(Ordinary)	£	5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£	7.10	£7.10
Star Ferry Company, Limited	$	10	$24½ buyers
	$	2½	$9½ buyers
"Shell" Transport and Trading Company, Limited	£	1	£2.10 sales
Refineries.			
China Sugar Refining Company, Limited	$	100	$150
Luzon Sugar Refining Company, Limited	$	100	$35 sellers
Mining.			
Punjom Mining Company, Limited	$	9	$5 sellers
Punjom Mining Preference Shares	$	1	$1.25
Société Française des Charbonnages du Tonkin	Francs	250	$325
Queen Mines, Limited	Cents	25	5 cents
Telebu Mining and Trading Company, Limited	$	5	$5⅛ sellers
Raub A'lian Gold Mining Company, Limited	£	0 18s. 10d.	$13⅛ buyers
Olivers Freehold Mines, Limited A	$	5	nominal
Olivers Freehold Mines, Limited B	$	5	nominal
Docks, Wharves and Godowns.			
Hongkong and Whampoa Dock Company, Limited	$	50	$287½ sales
Hongkong and Kowloon Wharf and Godown Company, Limited	$	50	$99
Wanchai Warehouse and Storage Company, Limited	$	37½	nominal
New Amoy Dock Company, Limited	$	6¼	$25 buyers
Lands, Hotels and Buildings.			
China Provident Loan and Mortgage Company, Limited	$	10	$9.75 sellers
Hongkong Land Investment and Agency Company, Limited	$	100	$190½ buyers
Kowloon Land and Building Company, Limited	$	30	$31½
West Point Building Company, Limited	$	50	$55 buyers
Hongkong Hotel Company, Limited	$	50	$127 buyers
Oriente Hotel Company, Limited	$	50	$55
Humphrey's Estate and Finance Company, Limited	$	10	$13½ sellers
Cotton Mills.			
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	$	10	$12 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels	100	Taels 40 buyers
International Cotton Manufacturing Company, Limited	Taels	100	Taels 32½
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels	100	Taels 42½
Soy Chee Cotton Spinning Company, Limited	Taels	500	Taels 260
Yahloong Cotton Spinning Company, Limited	Taels	100	Taels 11
Cigar Companies.			
Alhambra, Limited	$	500	$1,000 nominal
Philippine Tobacco Trust Co., Limited	$	50	$50 nominal
Miscellaneous.			
Green Island Cement Company, Limited	$	10	$21½ sales
China-Borneo Company, Limited	$	15	$38 sellers
A. S. Watson & Co., Limited	$	10	$15½ buyers
Watkins, Limited	$	10	$10 sales
Hongkong Electric Company, Limited	$	10	$13 sellers
Hongkong Electric Company, Limited	$	5	$6½
Hongkong and China Gas Company, Limited	£	10	$140 buyers
Hongkong Rope Manufacturing Company, Limited	$	50	$172½
Geo. Fenwick & Co., Limited	$	25	$55 sellers
Hongkong Ice Company, Limited	$	25	$183 buyers
Hongkong High-Level Tramways Company, Limited	$	100	$275 buyers
Dairy Farm Company, Limited	$	6	$8 buyers
Hongkong and China Bakery Company, Limited	$	50	$50
Campbell, Moore & Co., Limited	$	10	$20 buyers
Bell's Asbestos Eastern Agency, Limited	£	1	$1.10
United Asbestos Oriental Agency, Limited	$	4	$10
Tebrau Planting Company, Limited	$	5	$2 sellers
Universal Trading Co., Limited	$	20	$19½ buyers
Hongkong Steam Water-boat Co., Limited	$	5	$8 buyers
China Light and Power Co., Limited	$	20	$20 sellers
Robinson Piano Co., Limited	$	50	$50
Manila Investment Co., Limited	$	50	$50 nominal

BENJAMIN, KELLY & POTTS,
Share Brokers.

Telegraph Address—"Rialto."
Telephone No. 148.

STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE
Salazie	F str.	Girard	Saigon	Messageries M'times	Oct. 7th
China	A str.	W B. Seabury	Japan	P. M. S. S. Co.	Oct. 10th
Doric	B str.	Harry Smith, R.N.R.	San Francisco	O. & O. S. S. Co.	Oct. 18th
Nippon Maru	J str.	W. W. Greene	San Francisco	P. & O. S. N. Co.	Oct. 25th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

2ND OCTOBER, 1901, P.M.

STATION.	HOUR.	BAROMETER	TEMPERATURE.	HUMIDITY.	WIND. DIRECTION.	WIND. FORCE.	WEATHER
Wladivostock	2 p.m.	—	—	—	—	—	—
Tokio	"	30.10	—	—	—	0	—
Kochi	"	30.07	—	—	S	2	—
Nagasaki	"	30.07	—	—	SE	4	—
Kagoshima	"	30.07	—	—	SE	6	—
Taihoku	1 p.m.	29.81	—	—	E	6	—
Taichu	"	29.80	—	—	W	2	—
Tainan	"	29.82	—	—	W	6	—
Koshun	"	29.83	—	—	E	6	—
Pescadores	"	29.87	—	—	NE	6	—
Gutzlaff	3 p.m.	30.06	78	78	SE	4	cv.
Sharp Peak	"	29.89	76	84	NW	2	o
Amoy	"	29.89	87	58	NE	4	c
Swatow	"	29.87	84	—	ESE	3	c
Canton	"	29.85	90	47	S	1	b
Hongkong	4 p.m.	29.85	81	67	ESE	2	b
Victoria Peak	"	—	—	—	E	1	—
Gap Rock	"	29.85	—	—	ENE	3	—
Macao	"	—	88	—	E	1	c
Haiphong	1 p.m.	—	—	—	—	—	—
Manila	4 p.m.	29.57	81	92	WNW	2	od
Malate	3 p.m	—	—	—	NW	4	or
Bacolod	"	—	—	—	SW	—	q
Iloilo	"	29.72	79	—	W	2	or
Cebu	"	29.76	81	—	SW	2	or
Cape S. James	"	—	—	—	SW	1	c

3RD OCTOBER, 1901, A.M.

Wladivostock	7 a.m.	—	—	—	—	—	—
Tokio	10 a.m.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihoku	5 a.m.	29.82	—	—	E	4	—
Taichu	"	29.79	—	—	—	0	—
Tainan	"	29.80	—	—	—	0	—
Koshun	"	29.84	—	—	SE	10	—
Pescadores	"	29.87	—	—	W	6	—
Gutzlaff	9 a.m.	29.97	75	95	SE	5	cm
Sharp Peak	"	29.85	78	86	—	0	o
Amoy	"	29.88	77	86	SW	2	c
Swatow	"	29.86	82	—	—	0	c
Canton	"	—	—	—	—	—	—
Hongkong	10 a.m.	29.86	86	48	N	1	b
Victoria Peak	"	—	—	—	NE	2	—
Gap Rock	"	29.86	—	—	NNE	2	—
Macao	"	29.86	90	—	NNW	1	b
Haipong	7 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.65	75	100	SSE	3	oq
Malate	9 a.m.	—	—	—	SW	3	or
Bacolod	"	—	—	—	S	3	c
Iloilo	"	29.86	81	—	—	0	o
Cebu	"	29.89	85	—	SW	3	c
Cape S. James	7 a.m.	—	—	—	SW	1	c

On the 2nd at 4.30 p.m. The typhoon is approaching the E. coast of Central Luzon, and probably moving W.N.W.

On the 3rd at 11.15 a.m. The barometer has fallen moderately on the China coast, risen slightly in the S. Philipines. The typhoon appears to be now lying over the W. coast of Luzon in about 16° Lat. Probably it is moving towards N.W. at present, but there are indications of recurvature. A second depression is situated over China to the N.W. of Foochow. Moderate variable winds on the China coast, and strong N. and N.E. winds to gales in the N.E part of the China Sea. Forecast—N. winds, moderate or fresh; fine.

F. G. FIGG,
First Assistant.

HONGKONG OBSERVATORY,
Thursday, 3rd October, 1901.

PROJECTED SAILINGS.

Destination.	Vessels.	Agents.	Date of Leaving.
Amoy and Manila	Sungkiang	Butterfield & Swire	Oct. 4.
Anping, S'tow & Amoy	Maidzuru Maru	Mitsui Bussan Kaisha	Oct. 16.
B'bay v. S'pore & C'mbo	Kagoshima Maru	Nippon Yusen Kaisha	Oct. 11, at noon.
Bremen & Ports of Call	Preussen	Melchers & Co.	Feb. 5, at noon.
" "	Hamburg	"	Oct. 16, at noon.
" "	Sachsen	"	Oct. 30, at noon.
" "	Kiautschou	"	Nov. 13, at noon.
" "	Bayern	"	Nov. 27, at noon.
" "	Stuttgart	"	Dec. 11, at noon.
" "	Konig Albert	"	Dec. 25, at noon.
" "	Prinzess Irene	"	Jan. 8, 1902, at noon.
" "	Prinz Heinrich	"	Jan. 22, 1902, at noon.
F'chow v. S'tow & Amoy	Anping Maru	Mitsui Bussan Kaisha	Oct. 9, at daylight.
Havre and Hamburg	Bamberg	Hamburg-Am'ka. Linie	Nov. 2.
"	Arabia	"	October 5.
"	Königsberg	"	Oct. 19.
"	Segovia	"	Nov. 16.
"	Marburg	"	Nov. 30.
"	Suevia	"	Dec. 14.
Iloilo and Cebu	Kaifong	Butterfield & Swire	Oct. 8.
Kobe and Yokohama	Shinano Maru	Nippon Yusen Kaisha	Oct. 11, at daylight.
Liverpool	Ulysses	Butterfield & Swire	Oct. 15.
"	Dadanus	"	Nov. 15.
London	Pyrrhus	"	Oct. 15.
"	Calchas	"	Oct. 29.
"	Nestor	"	Nov. 12.
"	Machaon	"	Nov. 26.
"	Formosa	P. & O. S. N. Co.	Oct. 5, at noon.
London & Ports of Call	Palawan	"	Oct. 12, at noon.
Manila	Chingtu	Butterfield & Swire	Oct. 12.
"	Esmeralda	Shewan, Tomes & Co.	Oct. 7, at 5 p.m.
"	Loongsang	Jardine, Matheson & Co.	Oct. 5, at 4.30 p.m.
Marseilles v. Ports of Call	Natal	Messageries M'times Co.	Oct. 7, at 1 p.m.
" "	Oriental	P. & O. S. N. Co.	Mar. 29, 1902.
" "	Malta	"	April 12, 1902.
Marseilles, London, &c.	Sanuki Maru	Nippon Yusen Kaisha	Oct. 4, at daylight.
" "	Hakata Maru	"	Oct. 18, at daylight.
Moji, Kobe & Y'hama	Yamaguchi Maru	"	Oct. 8, at noon.
New York	Manuel Llaguno	Shewan, Tomes & Co.	quick despatch.
New York v. Suez Canal	Kurdistan	Dodwell & Co., Ltd.	Nov. 5.
" "	Lennox	"	Nov. 20.
" "	Richmond Castle	"	Nov. end.
" "	Satsuma	"	Oct. 26.
" "	Adana	Shewan, Tomes & Co.	Nov. 10.
" "	Asama	"	Dec. 15.
" "	Longships	Jardine, Matheson & Co.	Oct. 15.
N'saki, Kobe & Y'hama	Kasuga Maru	Nippon Yusen Kaisha	Oct. 18, at noon.
Ningpo and Shanghai	Woosung	Butterfield & Swire	Oct. 4.
Portland, (Or.)	Indrapura	Portland & Asiatic Co.	Oct. 14.
San Diego & San F'co	Strathgyle	Butterfield & Swire	About Oct. 20.
S. Francisco v. Japan	America Maru	Toyo Kisen Kaisha	Nov. 28, at noon.
" "	Hongkong Maru	"	Oct. 12, at noon.
" "	Nippon Maru	"	Nov. 5, at noon.
" "	Algoa	Pacific Mail S.S. Co.	Oct. 7.
" "	City of Peking	"	Dec. 7, at noon.
" "	China	"	Oct. 19, at noon.
" "	Peru	"	Nov. 12, at noon.
" "	Doric	O'dental & O'tal S.S. Co.	Oct. 29, at noon.
" "	Coptic	"	Nov. 20, at noon.
" "	Gaelic	"	Dec. 14, at noon.
Shanghai	Coromandel	P. & O. S. N. Co.	About Oct. 12.
Singapore, Penang, &c.	Trieste	Sander, Wielder & Co.	Oct. 17.
Singapore and Bombay	Tientsin	P. & O. S. N. Co.	About Oct. 7.
S'pore, Penang & C'tta	Kumsang	Jardine, Matheson & Co.	Oct. 5, at noon.
Swatow	Haimun	Douglas, Lapraik & Co.	Oct. 4, at noon.
"	Yawata Maru	Nippon Yusen Kaisha	Oct. 25, at 4 p.m.
Tamsui v. Amoy & S'tow	Daigi Maru	Mitsui Bussan Kaisha	Oct. 6.
Vancouver, v. S'hai, &c.	Empress of Japan	Canadian P'ac R. Co.	Dec. 18, at noon.
" "	Empress of China	"	Oct. 23, at noon.
" "	Empress of India	"	Nov. 20, at noon.
Victoria, B.C., &c.	Glenogle	Dodwell & Co., Ltd.	Nov. 26.
"	Victoria	"	Oct. 15.
"	Braemar	"	Nov. 12.
"	Queen Adelaide	"	Oct. 8.
Y'hama v. S'hai & Kobe	Kinshiu Maru	Nippon Yusen Kaisha	Oct. 19, at 4 p.m.
" "	Socotra	P. & O. S. N. Co.	Oct. 4, at noon.
" "	Japan	"	About Oct. 20.

Post Office.

A Mail will close:—

For Canton—Per *Honam*, to-morrow, the 4th instant, at 7.30 A.M.

For Shanghai, Kobe and Yokohama—Per *Socotra*, to-morrow, the 4th instant, at 11 A.M.

For Macao—Per *Heungshan*, to-morrow, the 4th instant, at 1.15 P.M.

For Kumchuck and Samshui—Per *Tungkong*, to-morrow, the 4th instant, at 3 P.M.

For Singapore and Colombo—Per *Arabia*, to-morrow, the 4th instant, at 4 P.M.

For Amoy and Manila—Per *Sungkiang*, to-morrow, the 4th instant, at 4 P.M.

For Ningpo and Shanghai—Per *Woosung*, to-morrow, the 4th instant, at 4 P.M.

For Canton—Per *Fatshan*, to-morrow, the 4th instant, at 5 P.M.

For Chefoo and Newchwang—Per *Dr. Hans Jerg Kier*, on Saturday, the 5th inst., at 9 A.M.

For Singapore—Per *Formosa*, on Saturday, the 5th instant, at 11 A.M.

For Singapore, Penang and Calcutta—Per *Kumsang*, on Saturday, the 5th inst., at 11 A.M.

For Manila—Per *Loongsang*, on Saturday, the 5th instant, at 3.30 P.M.

For Shanghai—Per *Lyeemoon*, on Saturday, the 5th instant, at 4 P.M.

For Swatow, Amoy and Tamsui—Per *Daigi Maru*, on Saturday, the 5th instant, at 5 P.M.

For Moji and San Francisco—Per *Algoa*, on Monday, the 7th instant, at 10 A.M.

For Manila—Per *Esmeralda*, on Monday, the 7th instant, at 4 P.M.

For Shanghai, Kobe, Victoria, (B.C.) and Tacoma—Per *Queen Adelaide*, on Tuesday, the 8th instant, at 11 A.M.

For Iloilo and Cebu—Per *Kaifong*, on Tuesday, the 8th inst., at 4 P.M.

For Singapore, Penang and Bombay—Per *Bormida*, on Friday, the 11th inst., at 11.30 A.M.

For Europe, &c., India, via Tuticorin—Per *Palawan*, on Saturday, the 12th instant, at 10.45 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru*, on Saturday, the 12th inst., at 10.45 A.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chingtu*, on Saturday, the 12th instant, at 4 P.M.

For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle*, on Sunday, the 20th instant, at 9 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of China*, on Wednesday, the 23rd instant, at 11 A.M.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain ———,—Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, R. J. Mackenzie,—China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

Sainam, British steamer, W. Dixon,—Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.

ALGOA, British steamer, 1,252, Hansford, 24th Sept.,—Seattle 1st Aug., and Manila 21st Sept., Hemp.—Dodwell & Co., Ld.

ANAPA, British steamer, 2,251, Williamson, 29th Sept.,—New York 4th Aug., Case Oil.—Standard Oil Co.

APENRADE, German steamer, 611, H. Lorentzen, 2nd Oct.,—Haiphong 28th Sept., General.—Jebsen & Co.

BAKAN MARU, Japanese steamer, 820, F. Kawamoto, 24th Sept.,—Japan 17th Sept., Ballast.—Japanese.

BENLARIG, British steamer, 1,452, R. Kroble, 30th Sept.,—Moji 25th Sept., Coal.—Gibb, Livingston & Co.

CHIGWELL, British steamer, 1,192, Underhaz, 30th Sept.,—Borneo Balch Papan 20th Sept., Oil.—Arnhold, Karberg & Co.

CHOWTAI, German steamer, 1,115, A. Müller, 29th Sept.,—Bangkok 23rd Sept., Rice.—Butterfield & Swire.

CHUNSANG, British steamer, 1,418, L. A. Muir, 24th Sept.,—Java 15th Sept., Sugar.—Jardine, Matheson & Co.

DAPHNE, German steamer, 1,290, E. Schipper, 2nd Oct.,—Nagasaki 27th Sept., Lumber.—Siemssen & Co.

DAIGI MARU, Japanese steamer, 980, Kitano, 2nd Oct.,—Tamsui via Amoy and Swatow 1st Oct., General.—Mitsui Bussan Kaisha.

DR. HANS JERG KIAER, Norwegian steamer, 691, Larsen, 30th Sept.,—Sarawak 23rd Sept., Timber.—Chinese.

ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept.,—Manila 31st August, Ballast.—Brandao & Co

EMMA LUYKEN, German steamer, 1,199, Schall, 30th Sept.,—Samarang 21st Sept., Sugar.—E. A. Trading Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 1st Oct.,—Vancouver, (B.C.) 9th Sept., and Shanghai 28th, Mails and General.—C. P. R. Co.

GLENFARG, British steamer, 2,350, R. A. Donaldson, 25th Sept.,—Saigon 21st Sept., Rice.—McGregor Bros. & Gow.

HAIMUN, British steamer, 636, W. Passmore, 2nd Oct.,—Tamsui 29th Sept., Amoy 30th, and Swatow 1st Oct., General.—Douglas, Lapraik & Co.

INDRAPURA, British steamer, 3,152, A. E. Hollingsworth, 29th Sept.,—Portland, Or. 30th Aug., General.—Shewan, Tomes & Co.

KONG BENG, German steamer, 862, Möllermann, 24th Sept.,—Koh-si-chang 18th Sept., Rice.—Melchers & Co.

KUMSANG, British steamer, 2,078, E. J. Bullen, 29th Sept.,—Singapore 24th Sept., General.—Jardine, Matheson & Co.

LOONGSANG, British steamer, 1,092, G. S. Weigall, 30th Sept.,—Manila 27th Sept., General.—Jardine, Matheson & Co.

MARIE JEBSEN, German steamer, 1,771, P. Hemmert, 2nd Oct.,—Saigon 27th Sept., Rice.—Jebsen & Co.

MAUSANG, British steamer, 1,204, W. D. Welsh, 25th Sept.,—Sandakan 17th Sept., Timber.—Jardine, Matheson & Co.

NANSHAN, American steamer, 1,344, E. A. Anderson, U.S.N., 29th Sept.,—Chefoo, 25th Sept., Navy Stores.—U. S. Government.

PAX, Belgian steamer, 1,207, E. Damster, 30th Sept.,—Saigon 25th September, General.—Melchers & Co.

PRONTO, German steamer, 632, H. Grandt, 29th Sept.,—Saigon 24th Sept., Rice-flour.—Siemssen & Co.

QUEEN ADELAIDE, British steamer, 1,835, F. McNair, 1st Oct.,—Dalny 26th Sept., Ballast.—Dodwell & Co., Ld.

SANUKI MARU, Japanese steamer, 3,787, W. Townsend, 2nd Oct.,—Moji 28th Sept., General.—Nippon Yusen Kaisha.

SOCOTRA, British steamer, 3,896, G. W. Babot, 2nd Oct.,—London 25th Aug., and Singapore 26th Sept., General.—P. & O. S. N. Co.

SUNGKIANG, British steamer, 1,021, S. W. Moore, 30th Sept.,—Iloilo and Manila 26th Sept., General.—Butterfield & Swire.

TAI LEE, German steamer, 825, T. Calender, 1st Oct.,—Saigon 27th Sept., Rice and Flour.—Meyer & Co.

TIENTSIN, British steamer, 3,950, W. W. Cooke, R.N.R., 1st Oct.,—Bombay 13th Sept., and Singapore 25th, General.—P. & O. S. N. Co.

TING SANG, British steamer, 1,045, W. E. Sawer, 29th Sept.,—Saigon 25th Sept., Rice.—Jardine, Matheson & Co.

TRIGONIA, British steamer, 1,069, Powell, 20th Aug.,—Shanghai 16th Aug., Kerosine.—Arnhold, Karberg & Co.

VICTORIA, American steamer, 2,112, J. Panton, 1st Aug.,—Tacoma, U.S.A. 4th July, General.—Dodwell & Co., Ld.

Sailing Vessels.

ALBANIA, British ship, 1,438, W. L. Brownell, 26th Sept.,—Manila 4th Sept., Ballast.—Master.

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May,—Manila 9th May, Ballast.—Order.

GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.,—Haiphong 15th Aug., Ballast.—Order.

HELEN H. WYMAN, American ship, 1,664, D. A. Vanhon, 10th Sept.,—Chefoo 28th Aug., Ballast.—Arnhold, Karberg & Co.

I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.,—Kobe 19th July, General.—Arnhold, Karberg & Co.

KENTMERE, British ship, 2,347, Bundy, 19th Sept.,—New York 5th May, Oil.—Standard Oil Co.

LAUNBERGA, American bark 906, McDougall, 14th Aug.,—Cebu 6th Aug., Ballast.—Master.

L. SCHEPP, American ship, 1,673, Kendall, 5th July,—Manila 25th June, Ballast.—Carlowitz & Co.

LUCIA, British ship, 640, Andersen, 2nd Oct.,—Rajang 6th Sept., Timber.—Master.

MANUEL LLAGUNO, American ship, 1,650, Nichols, 29th June,—New York 3rd Mar., Kerosine Oil.—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.,—New York 4th May, Kerosine.—Standard Oil Co.

W. H. CONNER, American ship, 1,614, Colcord, 26th Sept.,—Manila 10th Sept., Ballast.—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 3rd, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easkine, Wei-hai-wei.

Albion, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.

Astræa, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Amoy.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Sir G. J. S. Warrender, Bart., Nagasaki.

Blenheim, 1st-class criuser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Taku.

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.

Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Bourchier Wrey, Bart., Singapore.

Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Eclipse, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beaty Pownall, Canton.

Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Hardy.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Shanghai.

Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, M.V.O., Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. Arthur J. Renniker Hughan, Hongkong.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Taku.

Phantom, sloop, [illegible] tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Canton.

Pigmy, 1st-class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, cruising.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Hongkong.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtsze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-hai-wei.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 i.p.h., Lieut.-Comdr. Lyne, Shanghai.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.

Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Shanghai.

Petropavlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rosbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p. Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp. tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Forel, Russian torpedo boat, 43 tons, 1 gun, 220 h.p., 16 knots.

Jantchicki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.

Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 1,900 h.p., 22 knots.

Podorojnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchno, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Soni, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes 1,100 h.p., speed 12 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.

* Flagship of Rear-Admiral F. V. Dubossoff.

‡ Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Capt. Baser, at Shanghai.

*** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Iltis, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Sthamer, at Canton.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.

** Flagship of Rear-Admiral Geissler.

*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Baëhme, Saigon.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

Bugeaud, 2nd-class cruiser, 4,009 tons, 19 guns, 9,000 i.h.p., Capt. Defèvre, at Shanghai.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comète, gunboat, 600 tons, Capt. Louel, at Canton.

Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saulne, at Shanghai.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Japan.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Styx, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.

Ville D'Alger, monitor, 944 tons, Captain Boniessaur, at Hongkong.

Vipère, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Manila.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Naxro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,250 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,646 tons, Capt. C. Cantelli, Shanghai.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fieramosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,820 i.h.p., Capt. Zezi, at Shanghai.

Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.

Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akitsushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.

Takao, 2nd class. 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuide, at Japan.

Yæyama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.

Tukushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., at Japan.

Osagi, cruiser, at Taku.

Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Japan.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Katsuragi, 1,480 tons, 10 guns, 1600 h.p., at Saseho.

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.

Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Saseho.

Amagi, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Saseho.

Akagi, 620 tons, 10 guns, 700 h.p., at Shanghai.

Atago, 620 tons, 10 guns, 700 h.p., at Taku.

Maya, 620 tons, 10 guns, 700 h.p., at Kure.

Chiokai, 620 tons, 10 guns, 700 h.p., at Taku.

Soko, 572 tons, 4 guns, 400 h.p., at Saseho.

Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.

Chinto, 490 tons, 5 guns, 472 h.p.

Chinesi, 490 tons, 5 guns, 472 h.p.

Chin Hoku, 490 tons, 5 guns, 472 h.p.

Chin Pui, 500 tons, 9 guns, 455 h.p.

Chin Chu, 500 tons, 9 guns, 455 h.p.

Yakichio, gunboat, 4,000 tons, Capt. Yakis, at Japan.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.

Shinonome, 279 tons, at Kure.

Yugiri, 279 tons, at Takeshiki.

Shiranuki, 279 tons, at Kobe.

Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.

Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan.

Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.

Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.

Akebono, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan.

Obow, torpedo-catcher, 318 tons, Capt. Camada, at Japan.

14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.

1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.

2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.

4 boats (Yarrow), 40 tons 3 torpedo-tubes, 620 h.p.

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Tokiwa, at Yokosuka.

Fuso, at Kure.

Naniwa, at Yokosuka.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p. (used as gunnery traning ship.)

Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)

Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)

Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., at Edajima. (used as training ship.)

Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka. (used as a hulk.)

Jingei wooden paddle steamer, 1,465 tons, small guns. (used as torpedo training ship.)

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Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

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Job Printing of all descriptions undertaken.

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